The Pittsburgh Gazette.

ESTABLISHED IN 1786. PITTSBURGH, FRIDAY, APRIL 4, 1873. VOL. LXXXVIII.---NO. 81.

FIRST EDITION.

THE CAPITAL.

Frauds Under the Pre-emption Land Law.

REVENUE MARINE CHANGES.

Vacancies in the Annapolis Naval Academy.

Brokerage in National Bank Circulation Prohibited.

WEATHER PROBABILITIES.

Special Dispatch to the Pittsburgh Gazette.
WASHINGTON, April 3, 1873.

Revenue Marine Changes.

The following changes in the stations of Revenue Marine officers are ordered: Capt. J. A. Webster, Jr., on arrival at Port Townsend, with the Reliance to proceed to Washington, D. C.; 1st Lieut. Eric Gabrielson from waiting orders to steamer Uno, New York; 1st Lieut. Shepard from Uno, New York, to waiting orders; 1st Lieut. H. W. Harwood from the Delaware, Mobile, to Wayanda, S. F.; 3d Lieut. Walter S. Howland from waiting orders to Racer, Charleston; 2d Lieut. S. K. Travers from Racer, Charleston, to waiting orders; 1st Lieut. F. W. Lay from waiting orders to McCulloch, Portland, Me.; 1st Lieut. E. C. Gardner from McCulloch, Portland, to waiting orders; 1st Lieut. J. W. Congdon from waiting orders to Lincoln, Port Townsend.

Frauds Under the Pre-emption Land Law.

The Commissioner of the General Land Office is strongly in favor of abolishing the pre-emption land law and consolidating the best features of it with the Homestead law. The pre-emption law, as it now stands, is nefarious to perjury, but few instances occurring in which the land owner was a *bona fide* settler for the period provided for in the pre-emption law. The matter will be brought to the attention of Congress next session.

Unusual Appropriations.

The slight decrease in the public debt for the month of March ($1,644,000) was owing to the payment last month of over $3,000,000 on account of what the Assistant Secretary states to be "unusual and extraordinary appropriations."

Work for Private Ship Yards.

The Secretary of the Navy has decided for a certainty to allow two of the new sloops of war to be built in the private ship yards on the Delaware river, and may possibly add another to be built in those yards.

Brokerage in National Bank Circulation Prohibited.

The Comptroller of the Currency is preparing a circular prohibiting any National banking association from buying up the circulation of closed up National Banks and transferring the same to the Comptroller of the Currency for reissue to purchasers (banks) as additional circulation.

Interest on Five-Twenty Loans.

The present month will be a busy one for the Treasury Department, as the arrangements for paying the interest on the five-twenty loans of 1862, 1864 and 1865 have to be perfected, the interest being payable on the first of May.

The Distillery Business.

The number of distilleries in operation April 1st was 387, an increase of 35 over March. The daily producing capacity April 1st was 267,220 gallons, a decrease, as compared with March, of 16,585 gallons daily.

Mail Messenger Service.

Bids were opened yesterday and awards made for carrying the mails between the various railroad depots and postoffice in the city of Baltimore.

Refund Tax Claims.

The Supreme Court of the United States will soon take up the case of James Beggs vs. the U. S. This case involves the legality of an old section of the Internal Revenue law, known as the "Arbitrary rule," in vogue under Mr. Delano administration of the Internal Revenue Bureau. Under it distillers and brewers were taxed according to the quantity of grain used in distillation, and not, as now, according to the quantity of spirits produced. Should the case be decided in Beggs' favor, the Internal Revenue Bureau will have to refund a considerable amount of tax illegally assessed.

Report on the National Banks.

The forthcoming report of the Comptroller of the Currency on the condition of the National banks will show that there is no deficiency in the general aggregate of the legal revenue fund.

Iron Clads to be Repaired.

The Secretary of the Navy has decided to have repaired this summer some of the iron clads of the service. There are at least a half dozen requiring repairs. The work will be let out by contract.

A New Invention for War Vessels.

The Navy Department will put into practical operation its new plan by which war vessels can transfer all their guns to either side of the ship at the same time, which is believed to be a valuable desideratum in time of an engagement. It is to be tested in the new sloops of war.

Contracts for New Sloops of War.

The award of contracts for building the new sloops of war is delayed on account of the alterations in the plans of the engines now being prepared by the Chief Engineer of the Navy.

Education in the South.

Mr. Phillips, of Boston, who has been spending some months in the South, gives some interesting details of his observation of the growth of educational sentiment among the Southern people. He reports but little advance in this respect in the States of North Carolina and Georgia, but a decided improvement in the States of Virginia and Florida, also Tennessee. His opinion is that Texas will abolish the school system entirely.

Minister Mori.

The statement that Minister Mori will proceed direct to Japan from Vienna is not correct. He will probably spend a year or more on the continent of Europe, in order to confer with the leading jurists on the science of international law, in order to be more efficient in the service of his country in its proposed renewal of existing laws. With this end in view he has devoted the past six months to acquiring the French language.

Wreck of a Schooner.

The Superintendent of the Life Saving Station at Cape May City, New Jersey, reports that the schooner Clara Davidson, hailing from Great Egg harbor, New Jersey, and bound from North Carolina to Philadelphia, with a cargo of shingles, a crew of seven and 3 boys passengers, ran ashore on Cox Inlet and was wrecked about ten o'clock on the evening of the 28th ultimo. The vessel and cargo were a total loss; value, $6,000. All persons on board were saved, including a lady and two children, passengers, who were sent to Philadelphia.

A Tobacco Sample for Vienna.

John W. Carroll, an extensive tobacco manufacturer at Lynchburg, Va., has asked permission of the Commissioner of Internal Revenue to remove for shipment to the Vienna Exhibition, free of tax, a sample package of his Lone Jack smoking tobacco, and the request has been granted.

A Town in Two Months.

A gentleman living on the line of the Kansas and Pacific Railroad says that on its completion to the little town of Denison, Texas, there were but twenty inhabitants.- Now, after the lapse of two or three months, it has a population of over five thousand, and living in tents and temporary structures. DIAMOND.

[BY ASSOCIATED PRESS.]
WASHINGTON, April 3, 1873.

Vacancies in the Naval Academy.

Official notifications have been sent to all members and delegates of the next House of Representatives representing districts not represented at the Naval Academy, requesting each to nominate a candidate to appear for examination in July. There are now about one hundred vacancies in the Academy, caused by those leaving who graduated last year, dismissals, resignations, &c. The law provides that nominations of candidates for admission must be made between the 5th of March and the 1st of July, by the member or delegate, from actual residents of his district, each member and delegate being allowed one cadetship, one from the District of Columbia to be selected by the President, and ten at large, also to be appointed by the President.

Weather Probabilities.

The low barometer in Nebraska will extend south-eastward over Missouri during the rest of Thursday night, and thence to the Ohio and the lower lakes on Friday; for the Gulf States on Friday, increasing southerly winds, with cloudy weather, rain on the Western coast on Friday morning, and in the Eastern Gulf States on Friday afternoon; for the South Atlantic States, increasing south-east winds, veering to south-west, with rain by Friday night and possibly by Friday evening in Georgia; for the Middle States, south-east to south-west winds, cloudy and threatening weather; for New England light winds, partly cloudy and clear weather; for the lake region, generally north-easterly winds, with threatening weather and possibly rain. Cautionary signals are ordered at Duluth, Milwaukee, Chicago and Grand Haven.

The New Loan in Europe.

Bigelow, Chief of the Loan Division of the Treasury Department, who goes to Europe in a few days in connection with the new loan, will take but three clerks with him, and they will be selected from among the most experienced and efficient in the Department.

Legal Tenders Outstanding.

The legal tenders outstanding amount to $358,695,991.

FOREIGN.

The Situation in Spain—Castelar Threatening to Resign—Sixty Prisoners Shot by Carlists—A Disturbance at Valencia—The Trial of Marshal Bazaine to Proceed.

SPAIN.

Castelar Threatening to Resign.

MADRID, April 3.—Senor Castelar threatens to resign unless the Ministry adopt a more decisive policy. His colleagues hesitate to interfere in the conflict between the people and the municipality of the capital. The popular leaders declare the corporation responsible for future events.

A Cure Being Chased.

The Cure of Santa Cruz has arrived at Vera, with troops in close pursuit. His uncle and sister fled into France.

Prisoners Shot by Carlists.

The Carlists are reported to have shot sixty prisoners at Berga.

Arms for the People of Barcelona.

Seven thousand Minnie rifles, the first installment of fifteen thousand promised, have been forwarded to Barcelona for distribution among the people. The Armament Committee there is preparing a levy *en masse* for the defense of the province.

A Disturbance at Valencia.

A disturbance occurred yesterday in the artillery barracks at Valencia. Several men were killed and wounded. Order was at last restored.

FRANCE.

Grevy's Resignation.

PARIS, April 3.—M. Grevy refuses to withdraw his resignation, and Casimer Perier will probably succeed to the chair of the Assembly.

The Trial of Marshal Bazaine to Proceed.

General Chanzy has informed the Committee on Capitulation that the Government has received its report on Marshal Bazaine's case, and decided to proceed with the trial by court martial.

Personal.

M. Berthemy, who formerly represented the French Government at Washington, has been appointed Envoy to Japan.

The Duke D'Aumale was received as a member of the French Academy to-day. On taking his seat he made an address, quiet in tone and free from political allusions, but closing with an eloquent and patriotic appeal, the last words of which were: "Poor France, let her pick up her broken sword, labor and take heart."

WEST INDIES.

The New Cuban Loan.

HAVANA, April 3.—Bankers and merchants have agreed to join with others in taking their share of the twenty millions new loan, and the prospect now is the whole loan will be taken.

Embargoed Estates Returned.

The Government has returned the embargoed estate of Martin Meuces, and in a few days will release the estate of Thomas Mora, an American citizen, whose estate was embargoed by mistake.

The Alleged Bank of England Forger.

It is reported Bidwell will remain in Havana, and if released from custody, will use the Government for illegal arrest and detention. It is also said that Bidwell has been identified as a forger of long standing in the United States. A Spanish lawyer is making strenuous efforts to obtain his release before the arrival here of English detectives.

GREAT BRITAIN.

Decrease of Bullion.

LONDON, April 3.—The bullion in the Bank of England has decreased £640,000 in the past week.

Another Alleged Forger Arrested.

George Bidwell, alleged to be implicated in the Bank of England frauds, has been arrested in Edinburgh.

THE RIVERS.

CINCINNATI, April 3.—River thirty-eight feet four inches; falling. Arrived—Pat Rogers, Memphis; Andes, Wheeling. Departed—Camella, Tennessee River; Chas. Bodmann, New Orleans.

Thursday's *Gazette* says: The Lookout arrived from Kanawha with a tow of salt and coal, and the Giant, from Pittsburgh with coal.....The Albion did not go to Memphis, as reported, but was gathering up a tow of empty barges for Pittsburgh....The Coal City left for Pittsburgh with empty barges.....The Hawk, Louisville to Pittsburgh, with a tow of empty barges, passed up....The Juniata, from Pittsburgh, arrived with 80 passengers, and 700 tons of freight, including a large amount for refreshment. She returns to-day. Captain Thomas Snowden, an an old steamboatman, and inventor of Snowden's heater, was a passenger on the Juniata from Pittsburgh. A barge of nut coal belonging to Horner & Sons was run into on Tuesday, a few miles below Pittsburgh, and was sunk. The barge and contents are a total loss. It contained 12,000 bushels....The average number of steamboats upon our Western waters which flow into the Gulf of Mexico, as shown by the collated statistics of the Treasury Department for the last fiscal year, has been 4,038 steamers, aggregating 297,712 tons.....Workmen commenced moving the machinery of the Brill yesterday morning. The work of wrecking the boat is progressing slowly, and will probably not be completed for over one week, and as the river is falling the sunken wreck may seriously interfere with navigation, for in a few days there will probably not be sufficient water on the falls for boats. There are eleven bridges across the Mississippi, viz.: At Brainard, St. Paul, Hastings, Winona, Dubuque, Clinton, Rock Island, Burlington, Keokuk, Quincy and Hannibal, and in a year or so there will be a finished bridge at St. Louis, while another is projecting at Carondelet. There are four on the Missouri: at Omaha, Kansas City, St. Charles and Leavenworth, while others are in course of construction. The bridge commenced at Atchison, St. Joseph and Boonville.

MEMPHIS, April 3.—The steamer Pink Varble, belonging to the Southern Oil Works, which left here for White river on Saturday, struck a snag eight miles below Pine Bluff on Tuesday morning, and sunk to the boiler deck. The boat and cargo are a total loss. The boat was insured in St. Louis companies for $6,000, and her cargo, which was principally from that city, for $11,000. Generally clear and warm. River rising; ebbs one foot per day. Departed—Last night, Mary Poe, St. Louis; City of Chester, St. Louis; Mary Miller, White river.

LOUISVILLE, April 3.—River stationary; 14 feet 11 inches in canal; 12 feet 11 inches in chute. Clear and warm. Business lively. Arrived—Exchange, St. Louis; Pat Rogers, Memphis; Charmer, Camella and Andy Baum, Cincinnati. Departed—R. W. Skillinger, Red river; Pat Rogers, Cincinnati; Exchange, Pittsburgh; Charmer, Evansville; Camella, Tennessee river; Andy Baum, Memphis. It is thought the wreck of the Brill will be removed from the mouth of the canal to-morrow, so that boats can pass through that channel.

EVANSVILLE, Ind., April 3.—Clear; signs of rain; mercury 66 at 2 P. M. River falling. Up—Silver Thorne, 8:30 P. M.; Albion and barges, 9; Fayette, 5 A. M.; Arkansas Belle, 3 P. M. Down—Three towboats, 9 P. M.; Bowling Green, noon; Morning star, 4 P. M.; Mary Ament, 5 A. M.—well loaded.

ST. LOUIS, April 3.—The steamer Damsel, of the Keokuk and Northern Packet Line, sunk on the rapids above Keokuk, Iowa, yesterday. The loss is not reported, but it is probably not large.

NASHVILLE, April 3.—River falling; 11½ feet on Harpeth Shoals. Weather fair and mild. Arrived—Tyrone, Cairo; Lawrence, Cincinnati. Departed—John S. Brassford, upper Cumberland; Lawrence, Cincinnati; Tyrone, Cairo.

Illinois Farmers' Convention.

SPRINGFIELD, Ill., March 4—The Farmers' Convention reassembled at the Opera House at 9:30 A. M., the number in attendance being perhaps one half as large as on yesterday. Speeches were made expressing sympathy concurrence in the movement for relief from the unjust exaction of the railroads and urging upon the farmers united and prompt action. Letters sympathizing with the object of the Convention were read. It was decided that the resolution favoring the repeal of the tariff on iron, steel, etc., had no place in this convention.

The following resolution was adopted:

Resolved, That any legislation that is not based on the Eleventh Article of our State Constitution, entitled "Railroads," will not meet the necessities of the producers in confining monopolies to reasonable maximum rates of freight and passenger tariff and to prevent unjust discriminations, and that such maximum rates should be fixed by legislative enactment, as directed by our State Constitution.

A Ship's Crew Rescued.

NEW ORLEANS, April 3.—The steamship Cordova, from Newport, Wales, has arrived. Capt. Hughes reports that on March 4th, lat. 48 deg. 34 min. north, long. 13 deg. 50 min. west, he picked up the crew and boats of the German brig Reehtag, Blohm master, from Santos to Falmouth, for orders with coffee. The crew had been in open boats three days in heavy weather. On March 12th they were transferred to the British bark Inheritance, from Columbo for London. The Cordova lost Thomas Roche, a seaman, overboard on the 16th inst.

Rhode Island Election Returns.

PROVIDENCE, R. I., April 3.—Full returns of the election give Howard, Republican, for Governor, 9,637; Chase, Democrat, 3,799; Van Zandt, Republican, for Lieutenant Governor, 6,482; Ballou, Temperance and Republican, 3,933; Wales, Democrat, 2,990; scattering, 113. Van Zandt lacks 409 votes of an election.

—Workmen engaged in a sand bank near Columbus, Ohio, have exhumed a quantity of bones of strange animals and men, probably Indians. From a description of the human bones it is evident to those scientific men who have the matter under investigation that the representatives of the race of men buried there differs materially in size and shape from the North American Indian of the present age. The skull and part of the body has been obtained, and great care is being taken to secure the remainder.

SECOND EDITION.

Four O'Clock.

HARRISBURG.

The Appropriation Bill and the Final Adjournment.

DEFEAT OF AN ENLIGHTENED LIBEL LAW.

Passage of the Oil Fire Test Bill in Both Houses.

THE CITY CHARTER STILL ON ITS WINDING WAY.

Regulation of Salaries and Fees in Sheriff's Office.

Special Dispatch to the Pittsburgh Gazette.
HARRISBURG, April 3, 1873.

Appropriation Bill and Adjournment.

The Committee of Conference on the appropriation bill has reached a substantial agreement on all points in controversy except the section increasing the salary of Representatives and Senators from one thousand to fifteen hundred dollars. The House Committee insisted on the increase, and the Senate conferees were as firmly against it. This morning, Mr. Graham reported the fact of the differences on the subject to the Senate, and asked for instruction. Mr. McClure at once proposed a resolution instructing the Senate Committee to adhere to their position against the proposed increase. On a call of the yeas and nays this resolution received the vote of every Senator. It would seem from this that the House will be compelled to recede. The yeas and nays were never called in that body on the salary steal; and I hardly think a majority of the members will place themselves on the record in favor of it. As to the other points of difference between the two Houses, in regard to appropriations to charitable institutions, there have been mutual concessions. All efforts to secure an appropriation for the Western University failed. Mr. Graham proposed to take off $25,000 from the $100,000 to each of the Philadelphia Medical College Hospitals, and thus give our university $50,000, but it did not succeed. The Pittsburgh Ward Hospital receives $19,000; the Homeopathic Hospital $10,000, and $3,000 are appropriated for the expenses of the Commissioners of the Ohio river improvement. The appropriation to the Dixmont Asylum, the House of Refuge, and the Western Penitentiary remain as originally reported. It is expected the bill will be presented to-morrow by the Conference Committee.

The Conference Committee on the Appropriation bill, and who will probably make the Congressional appropriations for the next two years, consists of Messrs. Rutan, Strang and Davis (Berks) on the part of the Senate, and Messrs. McCormick, Daniels and Brockway on the part of the House. The appointment of Mr. Daniels as one of the conferees on both the Appropriation and Appointment bills has provoked a good deal of censure. He is one of the most ordinary members of the House in point of ability, though a clever enough gentleman.

The resolution to adjourn *sine die* on the 10th of April came up in the House this morning as the special order, and after some debate was postponed until Monday evening next. The House does not propose to tie up its hands by naming a day for adjournment until the appropriation and apportionment bills have been disposed of.

The Oil Test Bill.

This bill was reached at the morning session. Mr. Ballantine at once moved to substitute for the Senate bill pending, the bill agreed on by the refiners and producers, and of which I gave a synopsis yesterday. He made a few remarks on the bill, and when an effort was made to amend it so as to permit the sale of some of the combination fluids, that will stand the test of 110 degrees, he had read an article from the Philadelphia *Press* describing the explosive character of Fuller's Combination Fluid, as elicited by a recent Coroner's inquest in that city. This was rather of a damper on the subject. A few remarks were made in explanation of the bill by Messrs. McCreary and Newmyer, when it was passed as presented by an overwhelming majority. Some of the Philadelphia members endeavored to throw the bill over, evidently in the interest of the manufacturers of explosive oils and fluids, but the sentiment of the House was so strong in favor of the bill, that they received very little encouragement.

In the Senate the bill was passed to a third reading, and will doubtless go through to-morrow.

The success of this bill is largely indebted to the Pittsburgh Committee, consisting of ex-Mayor Brush, J. A. Warden, and B.W. Morgan, who have been diligent for several days in explaining to members the merits of the measure. Without their earnest labor in its behalf, the bill would not have passed.

The Truth in Libel Suits.

The House reached a vote to-day on the bill "relating to evidence in prosecutions for libel and slander." It was introduced by Mr. Brockway early in the session and reported by the Judiciary Committee, March 7th. As read the first section of the bill provides that in all cases of libel, under the criminal laws of the State, the truth of the alleged libel, and that its publication was not malicious, shall be a complete defense, if it was for the public benefit, may be given in evidence. The second section provides the same evidence may be given in civil suits for damages, which shall go to the jury in assessment of damages. The third section declares that neither conviction on a criminal suit or damages in a civil action shall follow when the slander is proven to be justifiable and the publication "from proper motives" for the public good. The bill is a timely warning the community against lawless characters, or the improper practices of evil disposed persons."

This does not seem to be a very atrocious measure, but it stirred to the depths the souls of some of the Philadelphia members; one of whom declared if it was to give the newspapers any more power he would vote it down without a reading. Sensitive creature! The House did not seem in a humor to debate the measure, and after giving Mr. Brockway permission to print a two hours' speech he had prepared, proceeded to vote on the bill, which was rejected by ayes 37, nays 49. Of the Allegheny members who supported it gallantly during the war, and received a bullet through the eye at Antietam, that inflicted so severe a wound his recovery seems miraculous, and was hardly paralleled by the records of war surgery. He has a claim for this position, being superior to

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FRIDAY, APRIL 4, 1873.

Bonds at Frankfort 95¼.

Petroleum at Antwerp 40¼f.

Gold closed in New York yesterday at 117¼@117⅝.

Stokes, for the twentieth time, announces his confidence that he will escape the gallows.

Tennessee has become a railroad owner, having bought the Knoxville and Charleston railroad. We will soon see with what success a State can run a railroad.

The Atlantic disaster reveals the fact that last winter the Ottawa Parliament made an appropriation to build a light-house at Prospect Point, but the work was not completed.

The New York *World* urgently opposes all agitation relative to an abandonment or reform of the Democratic party at the time. It claims that there should, during the period when politics are not in an excited condition, be allowed a general discussion of minor differences, and considerable freedom of opinion. This is rather sensible doctrine, and is quite remarkable, coming from the *World*.

The *Post* is anxious that we should pull a few of the *Dispatch*'s chestnuts out of the fire. We are not in that line of business. Besides that, the *Dispatch* has a new editor, who professes to be familiar with John Locke, and his system of metaphysics. He's your man, Mr. *Post*. Being new, he may not have seen your inquiry. Ask him again,—and we imagine your question will be brilliantly answered.

The Senate is disposed to put the brakes on against the House, in the matter of salaries. Senator Graham yesterday reported that the Committee of Conference had not agreed relative to the increase of salary, and asked further instruction. The Senate instructed against allowing the increase. We judge from this that no increase will be had—as the House Committee will act wisely to accept the views of the Senators.

The faculty of the Pennsylvania Dental College recently expelled a number of women students who had paid their matriculation fees. Judge Pierce and Henry C. Carey were appointed by the Trustees of the Institution to investigate and report as to the right of the faculty to take such action. Their report is to the effect that they had no moral right to expel; but it is intimated that the faculty propose to stubbornly adhere to their resolution. It is very surprising how thoroughly some of the old style medical institutions show their contempt for modern progress. Of course a woman cannot be a dentist, because the grandmothers of these professors did not follow that learned profession.

The agent of the White Star Company telegraphs from Liverpool that the Atlantic had a full supply of coal on board, and ought to have been able to make New York, unless the consumption was largely in excess of the average. We elsewhere criticise this feature of Captain Williams' report, and are glad that there may be some explanation, serving to relieve the officers from culpability. Still, we hope a thorough investigation will be made, as if the Company is careful and liberal, its interests, as well as those of the public, require that the exact truth shall be known. Such a terrible affair should be thoroughly inquired into, that precautions may be taken against a recurrence.

The *Dispatch* folks were in New York a few weeks since, hunting for an editor. It is said, and judging from an allusion to this paper, we think they have caught him. We also imagine him to be an old bird, of the antiquated times, when the term "mud" was believed to be the most terribly sarcastic known to the language. We are happy to inform the *Dispatch* that if clearness of expression is desired, or its part, it must make another hunt. How brilliant and grammatical, for example, is the following: "Providence be praised for that! and yet we have no occasion to doubt it, since mud, in time, goes to the bottom, and anything so muddy must necessarily be 'well settled' in the deepest recesses of the reader's despair shortly after its deliverance." Ah! To adopt the sublimely quizzical method of the new *Dispatch* man,—why not doubt it? How long does it take mud to go to the bottom? If "shortly," how long a period of time does "shortly" represent? In what particular work on metaphysics shall we find an account of the "deepest recesses of the reader's despair?" And how deep are those recesses? Not to notice this foot further,—we have only to say that a person capable of the silly comments and inquiries in yesterday's *Dispatch* is, in these days, generally regarded as rather too stupid for mention. Better ship him to Ireland, and take back the professor of verbosity again. He, at least, knew what he was writing about,—but the new importation evidently does not.

THE ATLANTIC DISASTER.

Fuller revelations of the causes and extent of the disaster to the White Star steamer Atlantic relieve some phases of the horror and develop other phases more darkly. About five hundred and fifty deaths are now reported as the actual number. This is some relief as compared with the first report, but is still terrible enough to command universal sorrow. The direct cause of the accident was the mistaking the Prospect for the Sambro light, which, without further explanation, seems like a piece of downright stupidity. It is well known that the various lights displayed for the guidance of mariners have individual peculiarities, no two located near each other, being alike. Hence it was not a mistake growing out of a misapprehension as to the vessel's position or speed, but an actual mistaking of one light for another it did not at all resemble. This at present, seems to us an unpardonable blunder. Captain Williams affirms that he purposed, in an hour, to change the vessel's course, showing that he had apprehensions of danger; the question comes up, why should the vessel have been driven forward at full speed, within the limits of known danger. The Nova Scotian coast is peculiarly dangerous to vessels, reefs and shoals projecting far out to sea,—yet though all these the Atlantic was driven at full speed to her destruction.

But the worst aspect of this disaster remains. It is now quite certainly ascertained that the Atlantic was not properly supplied with coal for her passage, owing probably to its high price at Liverpool. She was not unusually long on the passage, being but a little over nine days out, and yet she was short of coal. It cannot be pleaded that this was not anticipated, as she clearly ought to have had enough on board for a passage of from fifteen to twenty days. The Captain ought to have known just how much he had before starting—and probably did. From the large number of steerage passengers on board, the suspicion is entertained that a portion of space designed for coal was actually fitted up for the accommodation of passengers. Whether these surmises are correct or not, it is certain that there was not enough coal on board for the passage, and this was known to the officers before starting. The reason for the short supply is, of course, the high price at Liverpool. Thus, a culpable economy on the part of the company is chargeable with the destruction of nearly six hundred human beings.

The official investigation which has been ordered will develop, we hope, all the facts which may bear upon this disaster. But it is evident that the most stringent legislation is needed, in this country and England, for the protection of the lives of persons who go as passengers on board of vessels. A member of the English Parliament recently developed evidence showing that ship owners and packet companies very frequently display an utter disregard for human life, in their intense greed for money. There should be the most stringent legislation against this. In addition, however, to laws, there should be Government agents to see that the laws are enforced. For example, before a steamship or other vessel carrying passengers, is permitted to proceed to sea, she should be inspected by a Government officer, in order that her fitness for the passage might be ascertained. Had the Atlantic been inspected, she would not have been permitted, by an honest officer, to go to sea with but ten or eleven days' supply of coal on board, and this alone would have saved the disaster—as with fifteen days' supply of coal in her lockers she would have proceeded direct to New York. We hope this warning will be something more than a nine days' wonder. It ought to lead to stringent legislation of the right sort.

SIR BARTLE FRERE'S MISSION.

A few days since, a brief telegram from London announced the failure of the attempt on the part of Sir Bartle Frere, to persuade the Sultan of Zanzibar to break up the African slave trade. The movement was inspired by the English Government, and was partially the result of the representations of Dr. Livingstone, that little or nothing could be done toward the civilization of the people of Africa, so long as the slave trade was permitted. Persuasion was resorted to, because the English Government had entered into a treaty with the Sultan of Zanzibar, under which he was permitted to keep up the slave trade along the coast of his dominions. He was not permitted to import or export slaves, but this, and all other provisions of the treaty, are evaded by the advantages afforded by the position of the Zanzibar sea coast, and its neighboring islands. Situated off the east coast of Africa, six degrees below the equator, the island of Zanzibar forms, with Pemba and other islands, the outworks of the Sultan's possessions on the main land, so that cargoes of slaves leaving the port of Kilwa, though intended for exportation, are assumed to be shipped to other parts of his dominions. There has been an annual export of twenty thousand slaves from Kilwa alone; and as not more than four thousand are needed yearly for Zanzibar,—some sixteen thousand are exported abroad. The manner in which slaves are obtained from Africa is exceedingly wasteful of life,—the trade of Zanzibar representing a loss of one hundred thousand lives a year.

The Arabs are the worst of the slave-trading class, and it was hoped that some impression might be made on the mind of the Sultan by showing him that he lost more by their lawless proceedings than he gained by the trade itself. Under an arrangement, forced on the Sultan several years since, he pays his brother, who holds sway in Arabia, forty thousand dollars annually, as a sort of balancing of income. England proposed to assume this sum, if the Sultan would abrogate the slave trade, and Sir Bartle Frere's hopes of success depended very largely on this proposition. But the whole population of Zanzibar is interested in the traffic, which contributes very largely to their business prosperity. More than this, the Sultan declares himself innocent of all complicity in the trade, a pretense, doubtless, but one of the plausible ways of refusing to surrender the clause in the treaty forbidding the traffic.

It is impossible to say, at this time, how far England may feel bound by the treaty entered into with the wily Sultan, but the probabilities are that the claims of humanity, and the demands of other Christian powers, will lead to a positive demand that not a foot-hold shall be afforded for the traffic anywhere. There is ample evidence now, that there are portions of Africa which might be readily civilized and Christianized, if the slave trade were broken up. Many of the tribes are peaceable and quiet, and some of them have developed a decided aptitude for the arts of civilization. But the slave traders invade their towns, and murder and pillage follow, the result being that large portions of the country have been utterly depopulated. The impression of several years ago, that Africa is populated solely by wild and warlike tribes, whose delight is war, and whose condition is actually ameliorated by slavery, is only partially true. The tendency of many of the most prosperous tribes, if let alone, is to peace; and the Zanzibar slave trade is anything but a civilizing institution. We regret the failure of Frere's mission, but hope that all reserve will now be thrown aside, and force be used, rather than moral suasion. It is time the Sultan of Zanzibar and the cowardly Arabs should alike be compelled to know that the civilization of the world is utterly opposed to slave trading in any form or anywhere.

Edmund Quincy, John G. Whittier, Gerrit Smith, Lucretia Mott, and others recently addressed a letter to William Lloyd Garrison, urging him to write and publish a history of his life, "for the use of the future historian of this country." In his reply, Mr. Garrison consents to do so for the purpose of delineating the long series of struggles for the liberation of slaves, in which his life was intimately associated with these struggles for a period of forty years, and there is, probably, no man who could give a more accurate account of their various phases than he. Now that the battle has long since been fought and won, he can probably sit down calmly to recall and review one of the most notable revolutions in the world's history.

The legal meaning of the word "either" was gravely argued in an English Court of Chancery the other day. A certain testator left property, the disposition of which was affected by the "death of either" of two persons. One lawyer insisted that "either" meant both; and in support of this view he quoted Richardson, Webster, Chaucer, Dryden, Southey, the story of the Crucifixion, and a passage from Revelations. The Judge suggested that there was an old song in "The Beggar's Opera" which took the opposite view: "How happy could I be with *either*, were t'other dear charmer away." In pronouncing judgment, the Court ruled that "either" meant one of two, and did not mean "both." It might have that meaning occasionally in poets, but never in a Court of Chancery.

About five miles from the New Orleans Custom House is the great cemetery containing the graves of 12,275 Union soldiers killed in battle on the Mississippi river, or who died in the New Orleans hospitals. Here, in long and solemn rows, regiments of the dead repose side by side, while just below the lower fence of the cemetery are the identical breastworks thrown up by the Americans in 1815, and behind which the battle of New Orleans was fought by the heroes under Jackson, and in front of which General Packenham and the British army were defeated and driven back. About an eighth of a mile above the works, where the headquarters of General Jackson were located, a monument has been commenced, with about eighty feet of it completed.

Mr. Hammond preached on Monday in Denver, Col., to 4,000 or 5,000 persons at the corner of Blake and Fifteenth streets. The meeting afterwards adjourned to the Occidental Hall, a large saloon and fancy dance-house, by invitation of the proprietor. About 600 persons entered the hall, probably 200 of whom were gamblers, sports, and prostitutes. The meeting was addressed by converted gamblers, considerable interest being manifested by this class. Several gamblers have already been converted.

VARIOUS ITEMS.

It is not an uncommon sight in Russia to see women working with men at paving the streets.

The bill making women eligible as school officers has passed both branches of the Illinois Legislature.

In a recent murder case in Tennessee, the counsel for the prosecution spoke of the victim "lying wrapped in the soliloquy of his own blood."

A sewing machine and a suit of clothes are offered as prizes to the lady and gentleman who shall dance longest at a coming ball in Mankato, Minn.

The Lewis Tunnel, on the Chesapeake & Ohio Railroad, 4,000 feet long, was completed last Monday week. It was bored through hard sandstone.

The American Consul at Vienna gives notice that during the Exposition he will not be answerable for letters sent to the consulate for Americans.

A company of Mormons is to leave Salt Lake City in a few days for Arizona, to prepare a settlement in that Territory. They will take no women.

A Boston girl who was married four years ago in a dress worth $5,000 may now be seen splitting her own kindlings and doing her own washing.

A romantic Missouri girl lately made an ineffectual attempt at suicide on discovering that the persons who had brought her up were not her genuine parents.

Long pendant ear rings have finally gone out of fashion. Now the ladies are wearing studs on the lobe of the ear, or small drops of gold about the size of a cherry.

The New-Jersey press is anxiously awaiting to hear from the Congressmen of that State on the question of extra back pay. Thus far not a member of the delegation has spoken.

A newly-appointed Philadelphia policeman, on the occasion of his first special detailment at a theatre, was with difficulty restrained from arresting both Richard and Richmond for committing a breach of the peace.

Of the fifty-one monitors belonging to the United States Navy, and which were built at a cost of some $30,000,000 or $40,000,000, only three are fit to be used for any purpose, and not even one of these is seaworthy.

Thus far, sixty United States Senators have taken their share of the back salary steal. They should remember the old adage, "The partaker is as bad as the thief." If they forget it, their constituents will not.

Every day in the week is the Sabbath of some nation. Sunday is observed by the Christians, Monday by the Greeks, Tuesday by the Persians, Wednesday by the Assyrians, Thursday by the Egyptians, Friday by the Turks, Saturday by the Jews.

A new cartridge-holder has been invented by two Springfield armorers, which consists of a tube capable of holding from six to ten cartridges at once. It is claimed that, by its use, any gun of similar system to the Springfield can be fired thirty-two times a minute.

It is said that pigeons can be nurtured to the fatness and delicacy of ortolans by feeding them with wheat steeped in cod-liver oil. Those who have partaken of pigeons thus fattened say that it is the pleasantest way of taking cod-liver oil yet tried by them.

O, the snore, the beautiful snore, filling her chamber from ceiling to floor! Over the coverlet, under the sheet, from her dimpled chin to her pretty feet! Now rising aloft like a bee in June; now rolling to the wall of a cracked old bassoon! Now, flute like, subsiding, then rising again, is the beautiful snore of Elizabeth Jane.

Philadelphia is waging war upon her street beggars, it having been discovered that one of the most noted, whose income from fraud is oftentimes twenty dollars a day, lives in an aristocratic quarter, loans money at usury, and gets drunk nightly. Another, a deformed young woman, owns a row of houses, and is a large dealer in real estate.

A junior who violently assaulted a freshman at New Haven, Ct., because he refused to give up a "beaver" hat that he wore, was promptly expelled by the governing board, and the rule has since been established that any attempt at "hazing" or similar outrages committed upon students will be followed by the immediate expulsion of the offender.

Pennsylvania may well be called the iron State, as its product in pig iron, bloom, forged and rolled iron, together with iron bolts, nuts, washers, rivets, nails, spikes, pipe and castings is set down at the sum of $128,701,907, in addition to which, machinery and boilers to the value of $29,358,155 are manufactured, besides nearly $7,000,000 worth of steel.

A statement having been attributed to Professor Agassiz that the negro's blood is chemically different from a white man's, and his physical constitution like in no particular, the Professor says in a note to the editor of the Nashville *Union*: I have never uttered a statement in any way approaching or akin in spirit to the report ascribed to me.

Evans, the Northwood murderer, apparently finds shamming poor business. Instead of the infirmity which marked his walk and speech when he entered the prison, he now appears as vigorous and active as any of the prisoners, and ascends the stairs in his cell without supporting himself by the iron rails, as he formerly attempted to do. He is allowed no communication with any one except the officers, and is given no opportunity to indulge his passion for cant and psalm singing.

PERSONAL.

The family of Theodore Thomas just received an accession.

Amadeus has been made a Lieutenant General in the Italian army.

Marshal Bazaine is to be tried in an inland town, and Tours, Blois and Bourges have each asked to be the chosen one.

Joseph Hatcraft, of Beardstown, Ill., slept for forty-eight hours, and died in less than fifteen minutes after being awakened.

An aged negress in Lewes, Del., is reported to be gradually turning white, her hands and arms being altogether bleached, while the rest of her body is following suit.

Miss Rose Zollicoffer, daughter of General Zollicoffer, has been appointed a clerk and read an essay on the female character of Shakespeare, before a literary society in Columbia.

Harriet Beecher Stowe says it takes an attack of malarial fever or two to teach the northern man that he cannot labor the day through under a tropical sun as he can in the mountains of New Hampshire.

The late George A. Clark, thread manufacturer, of Paisley, who died in this country a few weeks since, left $100,000 to his native town to build a Town Hall, and an equal sum to Glasgow University.

The Countess Maurice, a daughter of President Thiers, died in San Francisco recently. She had only been married a few months, and had accompanied her husband, who was on his way to join the French fleet in the Pacific.

Mrs. Bertha Tozier died in Athens, Me., on the 11th of February, aged 107 years and 8 months. The last twenty years Mrs. Tozier has been living with her daughter, who is now left an orphan at the age of eighty years.

The Empress Eugenie, since the death of her husband, has only once taken a walk and twice gone out in a carriage. Except in these and frequent visits to the little chapel where the imperial remains repose, she does not leave the house.

Charles M. Barras, author of the Black Crook, in jumping from a train, at Hartford, Conn., on Saturday, the 29th ult., received injuries from which he has since died. Mr. Barras was a native of Philadelphia, where he was born about the year 1830.

Sir John Lubbock believes that "La Belle Helene," of Troy, is maligned by popular tradition. His present Eastern journeying and the study of Homer have vivified his chivalrousness, and he is now trying to convert the Royal Society of Antiquaries to his belief.

President Grant has authorized the statement to be made that the assignment of his son to duty on General Sheridan's staff was made without any consultation with him, and that he was not aware of Gen. Sheridan's intention until he saw the printed order in the case.

Last week Mr. Fredreick Z. Kalbfleisch, a brother of the late Mayor of Brooklyn, arrived in Brooklyn from Holland. He had seen a notice of the Mayor's serious illness in Brooklyn in a German newspaper. This was the first intimation he had of his whereabouts since Mr. Kalbfleisch emigrated from Holland, fifty years ago.

Eight years ago General John B. Gordon led a column of Virginia troops against Fort Steadman, one of General Grant's fortifications at Petersburg. Now he sits in the United States Senate. In the House, Alexander H. Stephens, ex-Vice President of the Confederacy, has seven ex-rebel Generals to greet. Who says the country is not reconstructed?

The will of the late Samuel J. Browne, a clergyman of Cincinnati, has been annulled on the ground that the testator was insane. This will left $200,000 to found a university to be named after Mr. Browne. The heirs of the testator agree to give $100,000 to endow the Cincinnati University. This Mr. Browne, it will be remembered, shot a boy and killed him, for robbing his orchard, a few months before his death.

STATE ITEMS.

Mrs. Barnacle, aged one hundred years, died in Cambria county last week.

Geo. L. Maris has been appointed to the principalship of the West Chester State Normal School, made vacant by the resignation of Dr. Chandler.

The flood in the Susquehanna has brought thousands of ducks to the islands in the vicinity of Harrisburg, but owing to the high winds which prevailed at the time boating was impossible, and sportsmen did not meet with much success.

On the 24th ult., the house of Charles Sheller, of Donegal township, Washington county, was burned, with all its contents. Mr. S. was at a neighbor's house when one of the children ran to alarm him, but before he got home all was beyond hope.

The Coroner's jury in the Snyder murder case, after an hour's deliberation, on Wednesday, rendered a verdict that Monroe Snyder came to his death by the effusion of blood upon the brain, caused by injuries received at the hands of some person or persons unknown.

The body of the man found dead on the Pennsylvania Railroad, below Leaman Place, on Saturday morning, has been identified as Josiah M. Bidd, Louisville, Ky., who was traveling from that city, in company with his mother, to pay a visit to his sister in New York.

Washington county has eight convicts in the Allegheny penitentiary—three white males (Elmer Powelson, Wm. Forrester, and James R. Hutton), four colored males (Benjamin McClelland, John Fullum, Jerry Knight, and "Sut" Butler), and one colored female (Emily Brown).

The Monongahela *Republican* says Mrs. Louis Buttermore, of Mt. Pleasant, Pa., gave birth to child some six days ago, which is living yet, and seems healthy, which weighed when two days old, but twelve ounces. Its head is about as large as a double yolk hen's egg, and the baby is correspondingly wee.

On Saturday morning, March 15th, the dwelling of Valentine Sargent, in West Bethlehem township, Washington county, was entirely destroyed by fire, together with the contents, the only articles saved being a sewing machine and bedstead. The flames had obtained such headway before discovery that the inmates barely escaped with their lives. It is supposed the conflagration originated from the grate. The loss is estimated at between $2,500 and $3,000, on which there is no insurance.

The Greensburg *Herald* says: The remains of an unknown man were discovered in the Conemaugh river, near Blairsville intersection, on Sabbath last, by a little girl. The remains were those of a well developed man, smooth face and very dark hair. He had on a light pair of pants, white shirt, black undercoat and black overcoat. The clothes were very much torn, and the body was covered with bruises. The back part of the head was caved in, it is supposed from contact with the rocks and ice. It is supposed that the body had been in the water a considerable length of time. Nothing was found upon the body which would lead to identification. The deceased was supposed to be about 40 to 45 years of age. The remains were found on the Indiana side of the river, and were decently buried.

Two young men of Susquehanna Depot, Wayne county, named respectively Frank Brue and Michael Drooney, had an altercation on Saturday last, which resulted fatally to Drooney. The circumstances of the case are these: Both have been trying to keep the company of a young lady of the place. Drooney got the better of Brue, and while the former was walking out with his lady love on Sunday night, Brue used insulting language to his rival. Tuesday afternoon Drooney met Brue and had some words with him. As he left Brue caught up a bottle that was filled with oxalic acid, and started after Drooney. Just as he got to him, Drooney partially turned round, and the infuriated Brue struck him with the bottle on the left temple and across the left cheek, cutting a deep gash in his face and smashing in his forehead. The acid ran into the wound, as the bottle was broken into a thousand pieces. He was taken home and died of his injuries shortly after. Brue left town, but it is reported that he has since been captured.

AMERICAN CARS ON ENGLISH RAILS.

Return of Mr. Pullman—The Results of his Mission.

At a meeting of the shareholders of the Midland Railway of England, held at Derby, February 18, 1873, public announcement was for the first time made that the mission of George M. Pullman to England to arrange for the introduction of the Pullman palace cars in that country, had come to a successful termination. Mr. Pullman was in the city yesterday on his way to Chicago, and in a conversation with the writer furnished the following details of his trip and its results. Mr. Allport, General Manager of the Midland Railway, visited the United States and Canadas last fall with a part view towards the study of the accommodations afforded the traveling public. Among much of what was admirable and otherwise he was especially attracted by the Pullman system, and gave it a careful investigation. Upon his return he reported so favorably to the directors that a trial of the cars upon that road was determined upon, and a telegram sent to Mr. Pullman inviting him to come over and complete in detail the necessary arrangements. He complied, and was present at the meeting aforesaid. At this time the arrangements had just been completed, and were commented upon by the Chairman as follows:

I hope that the Midland Company, which has initiated other great improvements before now, will take the credit of introducing to the British public a mode of conveyance which reflects so much credit upon the skill and the enterprise and the practical sagacity of our cousins on the other side of the water ocean. You are probably aware of two cars that are in use, known as the Pullman system, accommodation equal to that of a first-class hotel is afforded, both by day and by night, to all passengers willing to pay for it, by a small addition to the ordinary fare. By these means we have on the other side of the Atlantic the long-it and most tedious journeys, extending over many days of day and night traveling, are performed with, comparatively speaking, very little discomfort. I ought to say that it is not proposed we should bring over bodily the carriages now running on the Canadian and American railways, because probably they would not be altogether adapted to our service; but that carriages specially adapted to our requirements will be constructed upon the Pullman principle, and as early as possible will be tried—I ought to say at his own risk—upon our railway. I trust by that and by other means we may be enabled to consult the convenience of our first and second class passengers without depriving the other class, the humbler classes, of the great benefit afforded them by running the third-class carriages by all our trains.

Before entering into contract Mr. Pullman consulted quite generally railway men not only, but business men likely to understand and be interested in the needs of the great English roads, examining, also, whether the habits and life of the people demanded and would support the novelty. A present difficulty arises in the management of the roads in that a train which stops at every station is exempted from passenger duty. The Midland Railway has recently tried the experiment of running third-class carriages by all trains. Compulsion has arisen from the first and second class travelers that this subjects them to much inconvenience in the resulting great accession of traffic. The adoption of the Pullman system of transfer and through travel it is thought much of the difficulty will be obviated. The contract dated February 18 is substantially of the same kind as those entered into with railway corporations here. The Pullman Company agree to furnish the many living rooms, drawing-room, and sleeping cars as the demand on the traveling public require, without charge to the road. Their compensation is in the extra fare paid for the free use of the cars, in return for which it guarantees to the Company the exclusive right to furnish such cars for fifteen years. So far the arrangement is precisely similar to the American system. It is further stipulated that at the end of a year, should the experiment prove satisfactory, the Midland Railway may purchase one-half the capital for the construction and management of the cars, and become joint owners with the Pullman Company. As in America, the attendants, conductors, porters, cooks, waiters, &c., are hired by the latter. The plan goes into effect in the latter part of August or the 1st of September next. The Midland road now operates 900 miles. In the spring it will be opened to Edinburgh and Glasgow, and a Liverpool and London line will be ready September 1. These additions will make 1,300 miles of rail in all, the road being thus second in length to the London and Northwest only. On the London and Liverpool line at its opening the palace cars will first be used. Two night trains and two day trains (of the American cars entirely) are all that will be put on at the start. To furnish these eighteen cars will be shipped this summer. Their construction will begin immediately at the company's factory in Detroit, Mich. In respect of furnishing, arrangement, and equipment, they will be copies of those in use here. The gauge is also the same. The construction of the English road, its tunnels, and other permanent features, require, however, a car one foot narrower and eight inches lower than the American pattern. To give the novelty a fair trial it is arranged that the first trains shall be entirely made up of the American cars. Mr. Pullman expects to be called upon to furnish one hundred cars within a year after the introduction. The contract is not at all exclusive, and the other great railways of England are waiting the result of the experiment. Among the results, if the plan proves a success, is expected a large increase of American travel from abroad, inasmuch as experience will show to those who have heretofore dreaded the magnificent distances of this country at how little expense of fatigue and discomfort the longest railway journeys may be here made.

Pittsburgh Bank for Savings,
No. 61 FOURTH AVENUE, PITTSBURGH.
CHARTERED IN 1852.
ASSETS January 1, 1873 - $778,251 56
OPEN DAILY from 9 to 4 o'clock, and SATURDAY EVENING, from May 1st to November 1st from 7 to 8 o'clock, and from November 1st to May 1st, 6 to 8 o'clock. Interest paid at the rate of 4 per cent., computed from the 1st and 15th of each month, and if not withdrawn, compounds semi-annually, in January and July. Books of By-Laws, &c. furnished at the office.
Board of Managers—George A. Berry, President; John Scott, James Park, Jr., Vice Presidents; D. E. McKinley, Secretary and Treasurer.
A. Bradley, J. L. Graham, A. S. Bell, Wm. K. Nimick, John S. Dilworth, F. Rahm, G. Follansbee, Joshua Rhodes, S. H. Hartman, Robert C. Schmertz, Christopher Zug.
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PREMIUM
TRUNK FACTORY,
Has been removed to
113 WOOD STREET,
Directly opposite the old stand.
The largest and finest assortment of NEW GOODS in the city, at the LOWEST PRICES.
Goods slightly damaged by the late fire selling at twenty-five per cent. below cost.
ONION SETTS.
Seed Potatoes, Seed Sweet Potatoes, Fertilizer, Timothy and Clover, Lawn Grass, and a complete stock of Garden and Flower Seeds at lowest prices. Lawn Mowers, Garden and Greenhouse Tools, &c.
SCOBIE, REED & SMITH,
SEEDSMEN,
137 LIBERTY STREET.
Use the PEERLESS WRINGER.

The Census.

The *Graphic* has been rummaging among the United States census of 1870, and discovers the following facts: The constitutional population of the United States (excluding, that is to say, "Indians not taxed," and the inhabitants of the Territories) was, on June 1, 1870, 38,115,641. The increase between the years 1860 and 1870 was 6,931,897, a gain of 22.22 per cent. The total aggregate of the population of the whole country, including the people of the Territories and all classes and races, was 38,925,598. In the ratio of increase, as shown by previous censuses, the entire population should have been in 1870 about 41,500,000. But owing to causes connected with the civil war, this figure was not attained. The following table will show the subdivision of the population into races:

Whites	33,592,245
Colored	4,886,387
Indians	383,712
Chinese and Japanese	63,254
Total population	38,925,598

The table of sex, giving the number of males and females, gives an excess of 428,759 males. This excess is found in the foreign population, however, as mango natives there are 17,398 more females than males. There are, in the entire foreign population, 446,057 more males than females, while among native whites an excess exists of 77,355 males. Among foreign whites the males are in excess 391,446. The colored population shows an excess of 93,483. There are 58,680 Chinese in the country, of whom only 4,574 are females.

RUPTURE.
Every kind of Trusses for the cure of Rupture may be obtained at Dr. Keyser's establishment, No. 167 Liberty street, Pittsburgh, Pa. It is a matter of the greatest consequence that all who are ruptured should be properly fitted with a suitable Truss, and one that will keep the ruptured parts in their place. Many persons do not know when they are ruptured, and frequently years are allowed to pass by before anything is done. This is a great error, and one that is often paid for at the expense of the person's life. Rupture is too serious an injury to be treated with lightness or neglect, especially when the means for its relief and cure are so easily obtained. Children and young persons are easily cured with the improved appliances which are constantly being added to the great variety which Dr. Keyser always has on hand.
Dr. Keyser's office, 167 Liberty street, Pittsburgh, Pa., from 10 A. M. until 1 P. M., and from 2 to 6, and on Saturdays at night.

SECRETS OF BEAUTY.
Beauty is a gift bestowed on woman, with which to gladden the heart and eye of man. Have not poets sung it from olden times? Do they not sing it still? Then be careful of it you who possess the happy boon. Secure it now—be its fair hair, the eye, the hand—but more than all the complexion. With a soft, peach-like complexion a woman always lovely, and this may be preserved till a old age with very little trouble; to a great extent it can be acquired, and it can always be improved. The secret is, keep the blood pure. Should pimples, blotches or eruptions of any kind appear on the skin, avoid external applications, for remember, the trouble is in the blood. Purify it then by using the Samaritan's Root and Herb Juices, and be among the number of those who are asked where they got those rosy cheeks. Price, $1 25 per bottle.
AT JAMES E. BURNS & CO.'S DRUG STORE,
Corner Penn avenue and Sixth street.

NEW ADVERTISEMENTS.
Faber & Van Doren,
367 Liberty Street,
PITTSBURGH, PA.
STEAM ENGINES,
IRON AND WOOD WORKING
Machinery,
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Engineers' and Machinists' Tools,
STEAM FIRE ENGINES,
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MACHINE CARDS.
Manufacturers' and Mill Supplies. A constant supply on hand and furnished on short notice.
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ALLEGHENY CAR
AND
Transportation Co.
Incorporated by Act of Assembly.
Capital Stock $100,000
Privilege to Increase to 500,000
SAMUEL M. KIER, President.
JOHN C. PAUL, Manager.
JOHN B. STEWART, Secretary.
JAMES W. ARBUTT, Treasurer.
DIRECTORS.—James Kelly, J. Morton Hall, George W. Glass, S. M. Kier, John C. Paul, John H. Miller, Robert S. Ramsey, Jas. McMay, Thos. M. Kier.
The object of this org anization, with its powers and privileges, are clearly specified in the Charter of the Company, but may be set forth as follows:
First—That of a "Transporta tion Company" or Fast Freight Line.
Second—That of a "Rolling Stock Company," the purpose of which is to Rent its cars to transportation lines, railroad companies and individuals.
Third—That of a "Car Manufacturing Company Exclusively." It may be additional privileges of making and selling such articles of manufactur as may be deemed profitable.
In view of the extent of the enterprise and demand for interest therein, the Board decided under the privilege of their Charter, to increase the Capital Stock to $250,000; about $130,000 of which is already subscribed. The remaining $100,000 is now offered to the public on the following terms: Ten per cent. (10 p. c.) to be paid at the time of subscription, and the balance to be paid at the discretion of the Board, but in no case to exceed ten p r cent. per month. Four per cent. per annum will be paid on all monies that may be paid in applying at the office of the Company, 167 Wood street. Subscriptions received by either of the undersigned.
S. M. KIER, 369 Liberty St.
J. C. PAUL, Gen. Manager, Wilkinsburg.
J. W. G. H. ARBUTT, Treas., 167 Wood St., Pitt.
Chautauqua Lake
ICE CO.
Thankful for past patronage, the Chautauqua Lake Ice Co. have to inform the citizens of Pittsburgh and Allegheny and vicinity that having increased their facilities for delivery to three times the former capacity, they are prepared to furnish a superior quality of ice to any in the market. Th y have now in their immediate possession on Lake Mayville, N. Y., over 11,000 tons 28 inche in quality as can be anywhere obtained. Also, 10,000 tons 24 inches square shipped by steam tonner, leaving a solid mass of clear crystal from 18 to 22 inches thick.
The beautiful lake from which is supplied by springs from its bottom, and not by streams which drain the land of all impurities, is one of the purest in the world, and the arrangement is precisely similar to the American system. It is further stipulated that at the end of a year, should the experiment prove satisfactory, the Midland Railway may purchase one-half the capital for the construction and management of the cars, and become joint owners with the Pullman Company. As in America, the attendants, conductors, porters, cooks, waiters, &c., are hired by the latter. The plan goes into effect in the latter part of August or the 1st of September next. The Midland road now operates 900 miles. In the spring it will be opened to Edinburgh and Glasgow, and a Liverpool and London line will be ready September 1. These additions will make 1,300 miles of rail in all, the road being thus second in length to the London and Northwest only. On the London and Liverpool line at its opening the palace cars will first be used. Two night trains and two day trains (of the American cars entirely) are all that will be put on at the start. To furnish these eighteen cars will be shipped this summer. Their construction will begin immediately at the company's factory in Detroit, Mich. In respect of furnishing, arrangement, and equipment, they will be copies of those in use here. The gauge is also the same. The construction of the English road, its tunnels, and other permanent features, require, however, a car one foot narrower and eight inches lower than the American pattern. To give the novelty a fair trial it is arranged that the first trains shall be entirely made up of the American cars. Mr. Pullman expects to be called upon to furnish one hundred cars within a year after the introduction. The contract is not at all exclusive, and the other great railways of England are waiting the result of the experiment. Among the results, if the plan proves a success, is expected a large increase of American travel from abroad, inasmuch as experience will show to those who have heretofore dreaded the magnificent distances of this country at how little expense of fatigue and discomfort the longest railway journeys may be here made.

DRY GOODS.
Thursday, April 3, '73
NEW GOODS.
NEW GOODS.
New Dress Goods.
New Black Goods.
New Striped Goods.
New Black Alpacas.
New Black Silks.
New Japanese Silks.
New Dress Silks.
Black Cashmeres.
Drap De Etes.
Drap De Almas, Shawls.
Scarfs, Suits, &c.
BLACK ALPACAS
AT LOW PRICES AT
WM. SEMPLE'S.
Special Bargains
IN
WHITE GOODS
AT
A. W. ERWIN & CO.'S
White Swiss.
White Nainsooks.
White Jaconet.
Striped Nainsooks.
Check Nainsooks.
Striped Lawn.
Striped Swiss.
Victoria Lawns.
Bishop Lawn.
Yosemite Stripes.
Striped P. K's.
Crape Lawn Stripes.
White Masalin.
All of the above are of our own importation and we guarantee price to be lower than the same quality of Goods can be bought elsewhere.
SPECIAL BARGAINS.
At 12½c, Bleached Muslins, worth 16c.
At 16c, Bleached Muslins, worth 20c.
At 8c, Good Fast Color Prints.
At 10c, Best Fast Color Prints.
At 12½c, Good Style Dress Goods.
At 25c, Splendid Assortment of New Style Dress Goods.
BLACK ALPACAS
At 25c, Black Alpacas.
At 30c, Black Alpacas.
At 35c, Black Alpacas.
At 40c, Black Alpacas.
At 45c, Black Alpacas.
At 50c, Black Alpacas.
We invite special attention to our stock of Black Alpacas, which we guarantee to be extra value for the

FINANCIAL.

Jas. T. Brady & Co.,
Corner Fourth Avenue and Wood Street,
BANKERS,
Buy and sell all kinds of
GOVERNMENT SECURITIES,
COIN, SILVER AND COUPONS,
On Most Favorable Terms.
Interest Allowed on Deposits.
Money Loans on Government Bonds at lowest rates.
Orders executed for the Purchase and Sale of Stocks, Bonds and Gold.
JAMES T. BRADY & CO.

TRADESMENS NAT'L BANK,
Wood Street, cor. Second Ave.
Capital, - - $400,000
Accounts of Banks, Merchants and individuals solicited.
Interest owed on time deposits. We promise careful attention to all business entrusted to our care.
A. BRADLEY, President.
WM. VANKIRK, Vice President.
CYRUS CLARKE, Jr., Cashier.

Subscription Books Still Open
FOR THE
U. S. 5 PER CENT.
Funded Loan.
The last opportunity for holders of FIVE-TWENTY BONDS to get Government 5 Per Cents in exchange.
We will make Exchanges for National Banks, Insurance Companies and Capitalists on the same terms as the Immediate Agents of the Treasury Department's.
IRA B. M'VAY & CO.,
Bankers and Agents for the Syndicate,
Cor. Fourth Avenue and Smithfield Street

ISIDORE COBLENS,
DEALER IN
REAL ESTATE.
Stocks, Notes, Bonds and Mortgages bought and sold on Commission.
OFFICE—No. 58½ Fourth avenue, Pittsburgh.

Shoe and Leather
SAVINGS BANK,
No. 14 Smithfield Street,
PITTSBURGH, PA.
CAPITAL - - - $200,000.
GEO. H. ANDERSON,
D. E. DAVIDSON, W. H. BROWN,
M. Y. RANKIN, G. FOLLANSBEE,
JOHN H. REED, S. SCHOONMAKER,
J. H. SOELAND, E. H. PALMER, JR.
GEO. H. ANDERSON, President.
JOHN D. FRASER, Cashier.
Deposits of $1 and upward received.
Certificates issued and 6 Per Cent. Interest allowed on Time Deposits. Particular attention given to Collections and proceeds promptly remitted.

GEO. B. HILL....C. HANSON LOVE....JAS. N. HILL
Geo. B. Hill & Co.,
Bankers and Brokers,
NO. 68 FOURTH AVENUE,
PITTSBURGH, PA.
Buy and sell on commission all kinds of
STOCKS, BONDS, MORTGAGES,
Government Securities,
NEGOTIABLE PAPER, &C.
Collections made on all accessable points. Interest allowed on time deposits.
Passage Tickets by the National Line, comprising some of the largest steamships afloat from or to
London, Liverpool, Queenstown, London-derry and Belfast.
DRAFTS payable on demand in any part of England, Wales, Ireland and Scotland, at lowest rates.

Luther S. Kauffman,
Stock and Note Broker,
116 SMITHFIELD STREET,
PITTSBURGH, PA.
Orders solicited for purchase and sale of
STOCKS, BONDS,
AND MORTGAGES.
DAILY GAZETTE.

FINANCE AND TRADE.

OFFICE OF THE PITTSBURGH GAZETTE, THURSDAY, April 3, 1873.

During the past five years a large amount of bonds of western railroads have been placed in the eastern markets, and some of them have been unfortunately given a position which they do not deserve. In some cases there has been a reckless management of the corporation, which could only end in ruin, and as a consequence there have of late been several cases in default of interest on the bonds. The latest case of default in paying interest is said to be the St. Joseph & Denver City Railroad, having failed to pay the semi-annual interest on the $5,500,000 of its "First mortgage, sinking-fund, land-grant, 8 per cent. gold-interest bonds," on which the interest was due Feb. 15. A bank in Chicago, which has been holding several thousands of these bonds for a syndicate, recently wrote on his behalf to the financial agents of the Company in New York, who negotiated the bonds, and received a response to the effect that money had been so tight they had been unable to raise the interest on its bonds. They admitted that the company, with nearly 300 miles of road in operation has to borrow to pay the interest on its first-mortgage bonds, and that when it cannot borrow it cannot pay. It does not afford a flattering prospect for either bondholders or stockholders.

The Secretary of the Treasury seems to have determined, for the present at least, to avoid any expansion of the currency.

The following shows the volume of greenbacks outstanding at the dates mentioned:

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This shows that a million and a half of the amount issued in October are still outstanding, and that amount, the Secretary says, is determined to withdraw, and if this be true, it will simply tend to make money even more tight than it is now.

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6-20—1862	115¾	115¾
6-20—1862, 1865	115¾	115¾
" 1865	117	117¾
" 1865 new.	116	116
" 1867.	117¾	117¾
" 1868—coupons.	116¾	116¾
10-40s.	111¾	112¾
10-40s—coupons.	112	112
Currency 6's.	114	113¾
New 5 per cents		114
RAILWAYS.		
New York Central.	100¾	100¾
Erie.	63¾	63¾
R. R. & E.	4	4
C. C. & I. C.	38¾	38¾
Canton	62¾	62¾
St. Paul	58¾	59¾
Do. preferred.	74¾	74¾
Michigan Southern.	91¾	92
Cleveland & Pittsburgh	88¾	88¾
Rock Island.	113	113¾
Do. preferred	96	97
Pacific Mail	56¾	56¾
Western Union Telegraph.	83¾	84¾
Ohio & Mississippi.	14¾	14¾
Toledo Pacific.	34	34¾
Toledo & Wabash.	28¾	29
Adams Express.	93	93
American Express.	66¾	67¾
U. S. Express.		74¾
Harlem.	130	131¾

Messrs. Robinson Bro., bankers, No. 28 Fourth avenue furnish the following quotations of active stock on the Philadelphia Stock Board today:

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Allegheny Valley 7-30	91¾
Central Transportation	48

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GOVERNMENTS.—U. S. coupons of 1881, 119¾@120; of '62, 115¾@; do '64, 115¾; do '65, 117¾; do new, 117¾; do '67, 117¾; do '68, 118; new 5s, 113¾; 10-40s, 112; currency 6s, 113¾.

STATE BONDS.—Missouri, 88¾; Tennessee, old, 80¾; do new 80¾; Virginia, new, 69; do old, 62; North Carolina, old, 37; do new, 16.

STOCKS.—Canton, 62; Western Union Telegraph Company, 84; Quicksilver, 40; Adams Express, 93; Wells, Fargo & Co.'s Express, 81; American Merchants Union Express, 67½; United States Express, 74¾; Pacific Mail, 56¾; New York Central, 100¾; Erie, 63¾; do preferred, 76; Harlem, 130; do preferred, 131; Michigan Central, 104¾; Pittsburgh, Fort Wayne & Chicago, 96; Northwestern, 78; do preferred, 91; Rock Island, 113¾; New Jersey Central, 102; preferred, 115; do Chambersburg, 76; do preferred, 97; Fort Wayne & Chicago, 96; Terre Haute, 15; do preferred, 30; Chicago & Alton, 108¾; do preferred, 111; Ohio & Mississippi, 14¾; Ohio & Indiana Central, 43; Hannibal & St. Joseph, 30; do preferred, 45; Illinois Central, 124¾; Cleveland & Pittsburgh, 88¾; Cleveland & Toledo, 92¾; Cleveland, Columbus & Cincinnati, 93¾; Indianapolis & Cincinnati, 80; Indianapolis & Lafayette, 67; Panama, 204; Pacific, 93¾; Central Pacific, 102½; Union, 85¾; Delaware & Lackawanna, 90¾; Hartford & Erie 4; Bankers' bills, 107¾.

PITTSBURGH MARKETS.

OFFICE OF THE PITTSBURGH GAZETTE, THURSDAY, April 3, 1873.

APPLES—In fair demand, but the receipts continue liberal and prices remain unchanged, ranging from $2.00@2.50 per bbl for common to medium and $3.00@3.25 for prime to choice.

APPLE BUTTER—$3.25 cents per gallon.

BEESWAX—Quoted at 33@35 cents per lb.

BEANS—There is a steady jobbing demand but no change in prices, $2.50@3 per bushel, the outside figure for choice navy.

BUTTER—There is a continued active demand, particularly for the better grades, and with a very meagre supply of this kind, prices rule still further advanced. We now quote at 15@25 for common to fair; 30@35 for medium to good; and 40@45 for prime to choice,—there were at the outside quotations to-day, and some operators are expecting it to advance to 45 within the next 48 hours.

CHEESE—Is quotable at 15½@16c by the car load and 20c additional for smaller lots.

CANNED GOODS—Peaches, 3lb. cans, $3@3.25; 2 lb. cans, $2.50. Wine-sap Corn, $1.60. Other brands, $2.50@2.75. Tomatoes $2.25@2.50.

COUNTRY BACON—Shoulders, 5 to 6 cents; sides, 7@8c; Hams, 9@10c. Country Lard, 7@8c.

CHEESE—The stock in this market is considerably reduced, and prices are firm but unchanged; choice New York Goshen 12@13c; prime Ohio 10@12c. There is little or no call for low grade cheese, and our market is almost bare, not having been bought up recently for shipment to New York, as is usually the case.

DRIED FRUIT—Continues very dull but nominally unchanged. Peaches, 6¼@7 for halves; 9@10 for quarters. Apples, 4@4½ for sliced; 2½@3 for cores.

EGGS—There is continued liberal receipts, and stocks having commenced to accumulate, the market is weak and unsettled, and holders generally are disposed to realize. The season is to be regarded as the ruling quotation, yet there were sales reported at 19, and unless the weather gets colder we should not be surprised to hear of sales at 18 before another day.

FLOUR—There is no improvement in the demand, and the market is quiet and rather weak; there is no quotable change in prices. We continue to quote at $7.00@7.75 for fair to choice Western extra; $8 for choice Minnesota do; $8.25@8.75 for fair to choice red winters. It is worthy of notice that there is a difference of from 50 to 75c between the two kinds, and the result is an increased demand for spring wheat flours in consequence of their being so much cheaper. Rye flour, $5.50@5.75.

GRAIN—Dealers nearly all report trade as being dull and unsatisfactory but an early change for the better is hoped for—there is certainly room for improvements. The arrivals of Wheat continue light, hence, notwithstanding the demand is limited, prices are still sustained; $1.40@1.50 for fair to prime red winter, and $1.45@1.50 for white—there is rather more inquiry for the former than the latter and not much for either. Oats market continues quiet and unchanged. 45@47 for mixed, and 46@48 for white; some dealers are indifferent about selling at quotations, as it is said that present prices scarcely cover cost, hence they argue that there is no probability of any further decline, while the indications generally are favorable for an early advance. There is no improvement to note in the demand for Shelled Corn and in the absence of offers we continue to quote at 48 on track, and 50 free in elevator. Ear Corn is light supply but it cannot be fairly quoted above 50. Rye nominal at 80@90. Barley, 85@90 for spring, and 95@$1 for fall.

GROCERIES—Coffees are reported quiet and unchanged—the excitement which prevailed a few days since has almost entirely died out. Sugars are considerably firmer and we advance our quotations ¼ of a cent all around. The New York Shipping List of the 2d says: "For Hard Sugars there has been an active demand for export of late, and the sales are unusually large, embracing several thousand brls. Crushed, and 1,000 hds. Granulated, the latter being chiefly taken for shipment. Stocks in consequence are reduced, and prices have advanced ¼ of a cent per lb. The trade demand has been fair but moderate, but Soft Sugars are also a little higher.

SUGARS—Patent Cut Loaf, 13¾; Crushed, Granulated and Powdered, 12¾; Standard A, 11¾; B, 11¼; C, 11¼; Yellow, 10¾; Circle C, 10¼; Lower grades, 9¾@10¼.

COFFEE—Choice Rio, 24; Good to Prime, 22½@23; Fair, 21@21½. Old Government Java, 31c; other Javas, 28@29c; Roasted Rio, 24c; Roasted Java, 32 Fitted Cherries, 18@20c; unpitted, 6@8.

MOLASSES—Continued liberal receipts, and stocks having commenced to accumulate, the market is weak and unsettled, and holders generally are disposed to realize. The season is to be regarded as the ruling quotation, yet there were sales reported at 19, and unless the weather gets colder we should not be surprised to hear of sales at 18 before another day.

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MOLASSES—Choice New Orleans, 78@80; Prime 74@75.

SYRUPS—White Drips, 70; other grades ranging from 60 to 65, as to quality.

RICE—Choice Carolina, 9; prime, 8¾; Patna, 8@8½; Rangoon, 7¾@8

HAY—There is rather more doing in baled and this together with diminished receipts has produced a firmer feeling but there is no quotable change in prices, which range all the way from $25 to $30 per ton, according to quality—we are cognizant of sales at $27 to $29.

HOMINY—$4.00@4.50 per barrel.

HONEY—Is quoted at 35 to 40c per lb.

MAPLE SUGAR—Is selling all the way from $1.25@1.35 for gallon bags. Maple sugar 15@16c in the rough, and 17@18 in cakes.

NUTS—Standard brands 6c.

ONIONS—Prime to choice Silver Skins, $5@6 per barrel. Onion Sets, $4.50@5 per bushel.

PEANUTS—Continue scarce and firmer. Peach Blows may be fairly quoted at 85@90c per bushel—the supply at present is scarcely equal to the demand, hence the tendency is upward, and some dealers are predicting they will soon go to the even dollar.

POTATOES—Are in good supply by the coop, 80 to 90c per pair; dressed, 15@16c per lb. Dressed turkeys, 20@22c.

POULTRY—Sales at 4½@5c per lb.

PROVISIONS—Extra Sugar Cured Hams, 14c, canvassed do., 14c; Extra Sugar Cured Breakfast Bacon, plain, 13c, canvassed, 13½c; Cured Breakfast Bacon, plain, 12c, canvassed, 12½c; Extra Sugar Cured Dried Beef tongues, 15c; canvassed, 15½c; Sugar Cured Beef tongues, 12½c; canvassed, 13c; Sugar Cured Shoulders, plain, 8½c, canvassed, 9c; Sugar Cured Breakfast Shoulders, plain, 12c, canvassed, 12½c; Extra Sugar Cured Dried Beef, 12½c; Mess Pork, $17.50; Leaf Lard: in tces, 9c; half bbls, 9½c; pails, 11.

RAGS—Quoted at 3½@3¾c.

SEEDS—There is a moderate jobbing demand for Timothy and Clover with sales of the former at $3.50, and the latter at $5.50. Flax Seed $2.

SHAKER CORN—13@14c per lb.

TALLOW—6@6½c per lb.

WHISKY—Highwines may be quoted at 91@92 cts. per gallon.

PITTSBURGH LIVE STOCK MARKET.

CENTRAL STOCK YARDS, EAST LIBERTY, MONDAY, March 3, 1873.

CATTLE.

The arrivals continue liberal, especially of through stock, and with no perceptible improvement in the demand, the market continues to drag, and as noted in our report of Wednesday, prices have settled to 1½ of a cent as compared with last week. The heavy "run" of through stock makes dealers apprehensive in regard to the markets, next week, hence, they are disposed to sell promptly, and only when they can learn, sellers generally will have to make a little of sacrifice, some of them a good deal of it, but this is a characteristic of the business, consequently, there is no fuss made about it—drive and take their chance. We quote from the Eastern Live Stock Journal, of which there were none on sale, may be quoted at 5½@5¾; prime 5.40@5.60; prime 5.00, 4¾@5; 4.30@4.50; 3.90@4.20; 3.50@3.80; 3.00@3.50; 2.50@3; 2.00@2.50; 1.50@2.00, 50@1.50 and 5½.

SHEEP.

The market since the date of our last report has undergone no quotable change, and while the arrivals continue liberal, there is no accumulation, buyers are taking them as fast as offered at full prices, although the feeling is not as strong as it was last week, and it is said that the advices from New York to-day were less favorable. We continue former quotations; extra fine per 100 lbs., 5½@5¾; fair to good, 5@5¼; 4½@4¾; 4@4½; 3½@4; 3@3½; 2½@3; 2@2½.

Hedges Huff & Co. sold 1 car medium wool 90 lbs at 5c; 1 car of fine wool Washington co. 85 lbs, 6¼@6½; 2 do 79 lbs, at 6¾; 1 car wool 94 lbs, at 6½.

Robt. Cook, of Washington Co., sold 1 car extra Washington Co., Pa., fine wool, 126 lbs, to Julius Voetter, at 7.80.

HOGS.

The market is steady, with a demand about equal to the supply, hence, there is no quotable change to report from last week's quotations. Prime to extra Philadelphia hogs quotable at 6@6¼. We also advise that a company with nearly 300 miles of road in operation has to borrow to pay the interest on its first-mortgage bonds, and that when it cannot borrow it cannot pay, does not afford a flattering prospect for either bondholders or stockholders.

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There was a slight relaxation in the money stringency to-day, although rates on call are still high. Borrowers paid ⅛@¼ per cent. per day, with the bulk of the business at ⅛@¼. An influx of currency has set in, and bank officials look for liberal receipts from the interior by next week. The continued high rates undoubtedly stimulate the usual April return flow. It is known that in the event of trouble resulting from the monetary stringency the Government will exert its whole power for relief. Sterling was demoralized and nominal at 109¾@110 for 60 days, and 107¾@108 for sight. Gold was strong on the eve of manipulation, and showed the loss in the reserves of the Bank of England and a report that an endeavor to make the Canal ali banks pay a tax on capital, to be effected this improvement, would eventually lost. The range was 117¾, 117¾ and 117¼, closing at 117⅝@117¾. Clearances, $70,000,000. Treasury disbursements $87,000. Custom receipts $620,000. Government's 60-day, 7-30 and 5-20 for the payment of May interest will be anticipated. State bonds were quiet, but compromised quite at about last night's prices. Dr. on the day Western Union, New York Central, Erie, and Columbus, Chicago & Indiana Central were steady, and Pacific Mail, Lake Shore, Rock Island, St. Paul and Wabash pretty strong. The whole market closed steady.

GOVERNMENTS.—U. S. coupons of 1881, 119¾@120; of '62, 115¾@; do '64, 115¾; do '65, 117¾; do new, 117¾; do '67, 117¾; do '68, 118; new 5s, 113¾; 10-40s, 112; currency 6s, 113¾.

STATE BONDS.—Missouri, 88¾; Tennessee, old, 80¾; do new 80¾; Virginia, new, 69; do old, 62; North Carolina, old, 37; do new, 16.

STOCKS.—Canton, 62; Western Union Telegraph Company, 84; Quicksilver, 40; Adams Express, 93; Wells, Fargo & Co.'s Express, 81; American Merchants Union Express, 67½; United States Express, 74¾; Pacific Mail, 56¾; New York Central, 100¾; Erie, 63¾; do preferred, 76; Harlem, 130; do preferred, 131; Michigan Central, 104¾; Pittsburgh, Fort Wayne & Chicago, 96; Northwestern, 78; do preferred, 91; Rock Island, 113¾; New Jersey Central, 102; preferred, 115; do Chambersburg, 76; do preferred, 97; Fort Wayne & Chicago, 96; Terre Haute, 15; do preferred, 30; Chicago & Alton, 108¾; do preferred, 111; Ohio & Mississippi, 14¾; Ohio & Indiana Central, 43; Hannibal & St. Joseph, 30; do preferred, 45; Illinois Central, 124¾; Cleveland & Pittsburgh, 88¾; Cleveland & Toledo, 92¾; Cleveland, Columbus & Cincinnati, 93¾; Indianapolis & Cincinnati, 80; Indianapolis & Lafayette, 67; Panama, 204; Pacific, 93¾; Central Pacific, 102½; Union, 85¾; Delaware & Lackawanna, 90¾; Hartford & Erie 4; Bankers' bills, 107¾.

PITTSBURGH MARKETS.

OFFICE OF THE PITTSBURGH GAZETTE, THURSDAY, April 3, 1873.

APPLES—In fair demand, but the receipts continue liberal and prices remain unchanged, ranging from $2.00@2.50 per bbl for common to medium and $3.00@3.25 for prime to choice.

APPLE BUTTER—3.25 cents per gallon.

BEESWAX—Quoted at 33@35 cents per lb.

BEANS—There is a steady jobbing demand but no change in prices, $2.50@3 per bushel, the outside figure for choice navy.

BUTTER—There is a continued active demand, particularly for the better grades, and with a very meagre supply of this kind, prices rule still further advanced. We now quote at 15@25 for common to fair; 30@35 for medium to good; and 40@45 for prime to choice,—there were at the outside quotations to-day, and some operators are expecting it to advance to 45 within the next 48 hours.

CHEESE—Is quotable at 15½@16c by the car load and 20c additional for smaller lots.

CANNED GOODS—Peaches, 3lb. cans, $3@3.25; 2 lb. cans, $2.50. Wine-sap Corn, $1.60. Other brands, $2.50@2.75. Tomatoes $2.25@2.50.

COUNTRY BACON—Shoulders, 5 to 6 cents; sides, 7@8c; Hams, 9@10c. Country Lard, 7@8c.

CHEESE—The stock in this market is considerably reduced, and prices are firm but unchanged; choice New York Goshen 12@13c; prime Ohio 10@12c. There is little or no call for low grade cheese, and our market is almost bare, not having been bought up recently for shipment to New York, as is usually the case.

DRIED FRUIT—Continues very dull but nominally unchanged. Peaches, 6¼@7 for halves; 9@10 for quarters. Apples, 4@4½ for sliced; 2½@3 for cores.

EGGS—There is continued liberal receipts, and stocks having commenced to accumulate, the market is weak and unsettled, and holders generally are disposed to realize. The season is to be regarded as the ruling quotation, yet there were sales reported at 19, and unless the weather gets colder we should not be surprised to hear of sales at 18 before another day.

FLOUR—There is no improvement in the demand, and the market is quiet and rather weak; there is no quotable change in prices. We continue to quote at $7.00@7.75 for fair to choice Western extra; $8 for choice Minnesota do; $8.25@8.75 for fair to choice red winters. It is worthy of notice that there is a difference of from 50 to 75c between the two kinds, and the result is an increased demand for spring wheat flours in consequence of their being so much cheaper. Rye flour, $5.50@5.75.

GRAIN—Dealers nearly all report trade as being dull and unsatisfactory but an early change for the better is hoped for—there is certainly room for improvements. The arrivals of Wheat continue light, hence, notwithstanding the demand is limited, prices are still sustained; $1.40@1.50 for fair to prime red winter, and $1.45@1.50 for white—there is rather more inquiry for the former than the latter and not much for either. Oats market continues quiet and unchanged. 45@47 for mixed, and 46@48 for white; some dealers are indifferent about selling at quotations, as it is said that present prices scarcely cover cost, hence they argue that there is no probability of any further decline, while the indications generally are favorable for an early advance. There is no improvement to note in the demand for Shelled Corn and in the absence of offers we continue to quote at 48 on track, and 50 free in elevator. Ear Corn is light supply but it cannot be fairly quoted above 50. Rye nominal at 80@90. Barley, 85@90 for spring, and 95@$1 for fall.

GROCERIES—Coffees are reported quiet and unchanged—the excitement which prevailed a few days since has almost entirely died out. Sugars are considerably firmer and we advance our quotations ¼ of a cent all around. The New York Shipping List of the 2d says: "For Hard Sugars there has been an active demand for export of late, and the sales are unusually large, embracing several thousand brls. Crushed, and 1,000 hds. Granulated, the latter being chiefly taken for shipment. Stocks in consequence are reduced, and prices have advanced ¼ of a cent per lb. The trade demand has been fair but moderate, but Soft Sugars are also a little higher.

SUGARS—Patent Cut Loaf, 13¾; Crushed, Granulated and Powdered, 12¾; Standard A, 11¾; B, 11¼; C, 11¼; Yellow, 10¾; Circle C, 10¼; Lower grades, 9¾@10¼.

COFFEE—Choice Rio, 24; Good to Prime, 22½@23; Fair, 21@21½. Old Government Java, 31c; other Javas, 28@29c; Roasted Rio, 24c; Roasted Java, 32

MOLASSES—Choice New Orleans, 78@80; Prime 74@75.

SYRUPS—White Drips, 70; other grades ranging from 60 to 65, as to quality.

RICE—Choice Carolina, 9; prime, 8¾; Patna, 8@8½; Rangoon, 7¾@8

HAY—There is rather more doing in baled and this together with diminished receipts has produced a firmer feeling but there is no quotable change in prices, which range all the way from $25 to $30 per ton, according to quality—we are cognizant of sales at $27 to $29.

HOMINY—$4.00@4.50 per barrel.

HONEY—Is quoted at 35 to 40c per lb.

MAPLE SUGAR—Is selling all the way from $1.25@1.35 for gallon bags. Maple sugar 15@16c in the rough, and 17@18 in cakes.

NUTS—Standard brands 6c.

ONIONS—Prime to choice Silver Skins, $5@6 per barrel. Onion Sets, $4.50@5 per bushel.

PEANUTS—Continue scarce and firmer. Peach Blows may be fairly quoted at 85@90c per bushel—the supply at present is scarcely equal to the demand, hence the tendency is upward, and some dealers are predicting they will soon go to the even dollar.

POULTRY—Sales at 4½@5c per lb.

PROVISIONS—Extra Sugar Cured Hams, 14c, canvassed do., 14c; Extra Sugar Cured Breakfast Bacon, plain, 13c, canvassed, 13½c; Cured Breakfast Bacon, plain, 12c, canvassed, 12½c; Extra Sugar Cured Dried Beef tongues, 15c; canvassed, 15½c; Sugar Cured Beef tongues, 12½c; canvassed, 13c; Sugar Cured Shoulders, plain, 8½c, canvassed, 9c; Sugar Cured Breakfast Shoulders, plain, 12c, canvassed, 12½c; Extra Sugar Cured Dried Beef, 12½c; Mess Pork, $17.50; Leaf Lard: in tces, 9c; half bbls, 9½c; pails, 11.

RAGS—Quoted at 3½@3¾c.

SEEDS—There is a moderate jobbing demand for Timothy and Clover with sales of the former at $3.50, and the latter at $5.50. Flax Seed $2.

SHAKER CORN—13@14c per lb.

TALLOW—6@6½c per lb.

WHISKY—Highwines may be quoted at 91@92 cts. per gallon.

PITTSBURGH LIVE STOCK MARKET.

CENTRAL STOCK YARDS, EAST LIBERTY, MONDAY, March 3, 1873.

CATTLE.

The arrivals continue liberal, especially of through stock, and with no perceptible improvement in the demand, the market continues to drag, and as noted in our report of Wednesday, prices have settled to 1½ of a cent as compared with last week. The heavy "run" of through stock makes dealers apprehensive in regard to the markets, next week, hence, they are disposed to sell promptly, and only when they can learn, sellers generally will have to make a little of sacrifice, some of them a good deal of it, but this is a characteristic of the business, consequently, there is no fuss made about it—drive and take their chance. We quote from the Eastern Live Stock Journal, of which there were none on sale, may be quoted at 5½@5¾; prime 5.40@5.60; prime 5.00, 4¾@5; 4.30@4.50; 3.90@4.20; 3.50@3.80; 3.00@3.50; 2.50@3; 2.00@2.50; 1.50@2.00, 50@1.50 and 5½.

SHEEP.

The market since the date of our last report has undergone no quotable change, and while the arrivals continue liberal, there is no accumulation, buyers are taking them as fast as offered at full prices, although the feeling is not as strong as it was last week, and it is said that the advices from New York to-day were less favorable. We continue former quotations; extra fine per 100 lbs., 5½@5¾; fair to good, 5@5¼; 4½@4¾; 4@4½; 3½@4; 3@3½; 2½@3; 2@2½.

Hedges Huff & Co. sold 1 car medium wool 90 lbs at 5c; 1 car of fine wool Washington co. 85 lbs, 6¼@6½; 2 do 79 lbs, at 6¾; 1 car wool 94 lbs, at 6½.

Robt. Cook, of Washington Co., sold 1 car extra Washington Co., Pa., fine wool, 126 lbs, to Julius Voetter, at 7.80.

HOGS.

The market is steady, with a demand about equal to the supply, hence, there is no quotable change to report from last week's quotations. Prime to extra Philadelphia hogs quotable at 6@6¼. We also advise that a company with nearly 300 miles of road in operation has to borrow to pay the interest on its first-mortgage bonds, and that when it cannot borrow it cannot pay, does not afford a flattering prospect for either bondholders or stockholders.

The following shows the volume of greenbacks outstanding at the dates mentioned:

Oct. 1, 1872	$356,000,000
Nov. 1, 1872	356,068,756
Dec. 1, 1872	356,051,256
Jan. 1, 1873	356,357,306
Feb. 1, 1873	356,031,350
March 1, 1873	356,084,302
March 18, 1873	356,377,415
March 24, 1873	$356,380,917

This shows that a million and a half of the amount issued in October are still outstanding, and that amount, the Secretary is determined to withdraw, and if this be true, it will simply tend to make money even more tight than it is now.

Luther S. Kauffman, Stock and Note Broker 116 Smithfield street, furnishes the following quotations of bonds and stocks from his latest advices by telegraph:

	Opening.	Closing.
Gold	117¾	117¾
6—coupons.	119¾	119
6-20—1862	115¾	115¾
6-20—1862, 1865	115¾	115¾
" 1865	117	117¾
" 1865 new.	116	116
" 1867.	117¾	117¾
" 1868—coupons.	116¾	116¾
10-40s.	111¾	112¾
10-40s—coupons.	112	112
Currency 6's.	114	113¾
New 5 per cents		114
RAILWAYS.		
New York Central.	100¾	100¾
Erie.	63¾	63¾
R. R. & E.	4	4
C. C. & I. C.	38¾	38¾
Canton	62¾	62¾
St. Paul	58¾	59¾
Do. preferred.	74¾	74¾
Michigan Southern.	91¾	92
Cleveland & Pittsburgh	88¾	88¾
Rock Island.	113	113¾
Do. preferred	96	97
Pacific Mail	56¾	56¾
Western Union Telegraph.

Very Latest News.

THE ATLANTIC DISASTER.

Additional Particulars.

STATEMENTS BY OFFICERS.

How the Survivors were Rescued.

THRILLING INCIDENTS AND NARROW ESCAPES.

Rescuing the Survivors.

NEW YORK, April 3.—Harrowing details of the awful scene attending the loss of the steamship Atlantic continue to be received. All the women were asleep at the time the ship struck, and were drowned in their berths, the heavy seas which constantly poured over the vessel and filled her preventing them from reaching the deck. Some women who showed remarkable presence of mind and appreciation of the awful situation, only reached the deck to be washed into the sea and drowned. One woman, following the example of the sailors and stronger male passengers, took to the rigging and was lashed there to keep her from being swept away, and froze to death in that position. Soon after six men on the shore wrote on a blackboard, "Cheer up, boats are coming to your assistance," and the announcement was responded to by hearty cheers from the ship. After half an hour of awful suspense, men were seen on the island carrying a boat over the rocks, and soon it was launched and took off three boat loads from the outlying rock. While rescuing these men Captain Williams and the passengers called loudly to the crew of the boat to come to the ship and take them off first, as they were in the most imminent danger, the Captain saying, "I will give two hundred pounds for every boat load rescued." The boat afterwards made for the vessel and took off two boat loads. Half an hour later, another boat came and rescued many of those clinging to the rigging. The third officer, Brady, who had succeeded in reaching the shore over a line carried from the vessel by himself, organized the crew and materially aided in the work of rescue.

Passengers Expected in New York.

A portion of the passengers saved are expected in this city on Saturday by a steamer from Halifax, and arrangements are being made to obtain subscriptions for their relief. The steerage passengers are in a very destitute condition.

Freeman D. Mackwall, a cabin passenger of the Atlantic, telegraphs from Halifax that he will remain at the wreck until the bodies of the lost cabin passengers are recovered; that the bodies of Mrs. Fisher and Miss Merritt have been recovered, and there are hopes of recovering those of Mrs. and Mrs. Merritt, Miss Seymour and John H. Price, of New York.

Classification of the Passengers.

The steamship Atlantic was insured by London companies for $150,000. She had 760 steerage passengers. The crew and passengers were classified as follows at Liverpool: English, 198 men, 74 women, 28 male and 21 female children. Scotch, 7 men and 4 women; Irish, 43 men, 18 women and 5 children; other nationalities, 150 adult males, 32 women, 19 male and 18 female children. A large number of emigrants embarked at Queenstown, making the total number in the steamer when she sailed from that port 952.

The Atlantic's Course Incomprehensible.

LIVERPOOL, April 3.—The agent of the White Star Line this morning telegraphed to Mr. Sparks, the New York agent, as follows: "The Atlantic's deviation of traffic is incomprehensible, as the quantity of coal on board was 967 tons against an average consumption during eighteen voyages of 746 tons."

Without an explicit statement of the engineers, the supposition is that the vessel, in consequence of the head winds and rough water, was obliged to burn largely in excess of the usual amount of coal, hence the run to Halifax for a fresh supply.

Wrecking the Vessel.

NEW YORK, April 3.—The Underwriters of New York have dispatched the wrecker, Wm. H. Merritt, with divers and full instructions, to Halifax, to take charge of the wrecked steamer Atlantic, and save the vessel and cargo and make all possible provision for saving and preserving the bodies of the lost. The Neptune Wrecking Company dispatched a steamer to-day with a full wrecking company to carry out this object.

Breaking Up.

A dispatch from Halifax states that the Atlantic is broken at the fore mast.

Quartermaster Thomas' Statement.

HALIFAX, N. F., April 3.—*Evening.*—There is nothing of importance from the wreck to-day. Robert Thomas, the Quartermaster, says: At 2 o'clock I went upon the bridge with the second officer, Metcalf, and told him not to stand into land so, as the ship had to run some distance to make Sambro light from my calculations. He told me I was neither the captain nor mate. I then went to the fourth officer, Brown, and asked him if I should go on the main yards, as he would not see land until he struck on it. He told me it was no use for me to go up. I then relieved the man at the wheel, and at 2.30 o'clock the second officer told the Captain, who was reposing in the chart room, that the weather was getting thick. The second officer went outside of the chart room. The man on the look-out called out "Ice ahead," they were among ice, and shortly after the ship struck it, the time was 3.15 o'clock. I put the helm hard to starboard and reversed the engines at full speed astern. I left the wheel house and went to the after wheelhouse and got axes out and distributed them for the purpose of cutting away the masts above the boats. A little boy and his mother, named Mooney, both steerage passengers, with her brother, Alfred Munney, all from London, were also called to me after she came aft. One of the after steerage, and said to me, "Robert, where are you?" I said "I am here," she said "save me." I took the mother and child on the saloon deck and told her to stay there until I could get the boat clear of the rigging, but just as I did the boy fell overboard and they lost their hold on the rail and were swept overboard and sank to rise no more. I think they have some friends or relations at Yonkers, Westchester, New York, as I received an address to the above effect. William Purdy, the Quartermaster, was the first who attempted to swim ashore, but when going he said: "Good bye, Thomas; will you come with me?" I replied I wanted to save the boy and his mother, for as I saw that the boy and mother were swept away, I swam to shore, and when I landed on the rock a passenger called out, "save me," which I did. I traversed from rock to rock, failing sometimes from exhaustion, with the rope in my hand, until I found the signal port, a place which fishermen have to look out and signalize boats. I then called out for help. Two old men and a boy came to our assistance, and I went to a house with them and procured a line and then retraced my steps to the beach, where I saw a lot of passengers and the crew upon this rock. Speakman, the Quartermaster, swam towards me with a line from the rock, and I threw my line and caught him. I pulled him ashore. As soon as I had done so we hauled in the line which he had from the rock, and made fast the end of my line to it, so as to make it stronger.

As soon as I got the line made fast I told those on the rock to come on shore one by one, as I would save them. The first man saved in this way I do not know, but the second was Mr. Brady, the third was saved in the same manner about seventy. In some instances, as the line was some distance over head, and the persons too exhausted. I had to reach down and pull them up. Some I had to go into the water (which was out of my depth) for, with a line around my waist, for these cases the two old men held on to me and the man who I rescued ashore. I remained there from four o'clock till nine, when I fell down through exhaustion.

One of the Stewards and somel oly else relieved me and I was carried to a house, where I was kindly cared for. As soon as I recovered sufficient strength, I was conveyed in a boat to the main land, and went to Mr. Ryan's, the magistrate, where I was kindly treated and attended to, as I had the cramp. The chief steward and another man, who threw his arms around the steward's neck when coming ashore on the rope, were drowned at my feet. The reason I could not render assistance to this man and the two old men was I went away with a man I had rescued, as they feared he would perish. Therefore there was no one present to haul me ashore if I had jumped off the rocks after them.

Care of the Survivors.

HALIFAX, April 3.—Every care and attention has been bestowed upon the survivors since their arrival here by the Marine Department, city authorities, Cunard Company, and private citizens, many of whom cheerfully contributed towards the distressed passengers and seamen.

Gen-rosity.

To-day the Archbishop of Halifax received the following from New York: "Draw upon me for $100 and expend the same amongst the survivors of the Atlantic. Signed—T. A. Vyse, Jr., No. 631 Broadway." Happily the generous sum will not be required, as the passengers desire nothing at present, but to be speedily forwarded to their destinations.

Incidents of the Disaster.

Some of the incidents of the disaster as related by the survivors are harrowing. At one time during the worst weather before dawn, the fore boom broke loose from its fastenings, and swinging around, instantly crushed to death about two hundred persons gathered on the deck or deck. Several passengers are reported drowned by life boats, which, not being properly managed, overturned and drowned the unfortunates before assistance could be rendered. Some who had life buoys and endeavored to reach the rock by means of a line from the vessel, not having them properly adjusted, but on the lower part of their bodies, were floating with their heads down, and in this way many were drowned before reaching the rock. One young man with no clothing save a shirt and vest and two life buoys fastened around his body, leaped into the water and attempted to reach the rock. The passengers who give this statement say they endeavored to dissuade him from the attempt, but he persisted, and when finally they were rescued and landed on shore the body of the young man was the first they saw, and the life buoys were still on the body.

Among the passengers was a native of the old country, who had been in the United States for some time, and lately returned to England to bring his wife and family of five children to his home in the new world. Father, mother and children all perished.

Several of the passengers landed from the steamer Delta yesterday were considerably bruised about the body and lower limbs. One man had both legs broken; others were so sore from being knocked against the rocks that they were scarcely able to stand. Three or four had to be sent to the hospital last night.

The survivors say it was a fearful sight to witness the manner in which many of the unfortunate persons met death. Unable to reach the deck in consequence of the jam in the gangway, several rushed through the port hole only to be dashed to death against the sides of the ship.

A Boy's Experience.

The only youth saved from the wreck makes the following statement: My name is John Hinley, about twelve years of age. I got on board the Atlantic at Liverpool with my mother, father and young brother. All belonged to Ashton, Lancashire. He was asleep in his berth, when a great noise awakened him. Although he did not hear any voice, there seemed to be a great rush, and he tumbled out of bed and into the crowd. The greater portion passed him, but he saw six men crowding into a top berth in the upper steerage, and he followed them. One of the men broke through a window and got out, and the boy did the same, one kind-hearted individual pushing him through before he had made the egress himself. Once outside, he held on by ropes until himself and his companion were rescued by the life boat. What became of his parents and brother he did not know, but is certain they were drowned. The family were on their way to New York, at the invitation of two married daughters, who had settled there.

A Hard Crew.

The crew was one of the hardest that ever gathered in any vessel. They were picked up about the Liverpool wharves and docks, and it was with the greatest difficulty they were kept under control during the voyage. The store-keeper states that one of them made an attempt to snatch his watch and chain one night, but was foiled. On another occasion, during the storm of the 25th of March, he states that some of the crew attempted to break into the spirit room, and it was for a time feared force would have to be used to prevent them.

When boats came from here to receive the survivors the sailors repeatedly pushed the passengers aside or knocked them down and jumped into the boats themselves.

Quartermaster Raylance's Statement.

Quartermaster Charles Raylance says: About 2:30 o'clock I hove the log, and the ship at that time was going at the rate of twelve knots per hour. I went into the aft wheel house and was looking through one of the windows, when I fancied I saw breakers on the starboard side. I then ran forward to the look-out man on the bridge, and I asked him if he did not think there were breakers on the starboard side. He reported to the second officer, who telegraphed to the engine room to reverse the engines at full speed astern. We both then jumped off the bridge together on to the deck. Then he gave the orders to call all hands on deck. I then went forward and hursied the Quartermasters' room open with my foot, and all of them, three in number, got out through the panel of the door. Then I and one of them went aft and got out the rockets and fired about eight, when the rocket box rolled away from us. The Captain gave orders to get the boats clear and save the passengers. I and the Captain went to No. 3 boat, and were getting it clear, when he asked me if the plugs were in her. I told him they were not. As the passengers were huddled together in the bottom of the boat, crying, I could not get the plugs in. The Captain then passed the order around for every one to look after themselves. I, with the Captain and a passenger, got into the main rigging and stopped there. The ship had previously keeled over, and I heard the Captain ask if any Quartermasters were in the rigging. I answered "Yes, here is one." I then went up aloft by the main top mast rigging, as the Captain gave me orders to fire rockets, the signal halliard to heave ashore. When I got up aloft the main top sail brace was carried away and I had to come down again. At that time the lines were ashore and I assisted the Captain in getting to the forward rigging. The Captain and I cut the fore braces and passed it to Mr. Brown, the fourth officer, who sent it on and passed it ashore by one of their lines. By this time the passengers were going ashore by the ropes, and the Captain gave orders for the passengers to jump and do the best they could for themselves. Then I heard Quartermaster Thomas sing out, "Stay where you are, a boat is coming to your assistance." Therefore orders were given for the passengers and crew to stay where they were. When the boat did come the sea was running so high that the boat could not render us any assistance, and the Captain, therefore, told the passengers to get ashore by the line, which they did. During this time two large boats were being launched, which went to the rock and were taking the passengers off the rock to the island. The Captain, seeing this, told the boats' crews that those in the rigging were in the most imminent danger, more so than those on the rocks, and to come and take them off first, as he was afraid the ship would break up, and he offered them £500 for every boat load they would rescue. The boats then came to the ship and took the passengers from the rigging. First one of the sailors carried me, as I could not walk, to one of the houses, where I was treated well.

A RAILWAY HORROR.

A Train Thrown Down an Embankment.

PARTIAL LIST OF THE INJURED.

RUTLAND, VT., April 3.—The mail train over the Harlem Extension Railroad that left Rutland at 9:05 A. M. to-day, met with a serious accident at Hunt's cressing, half a mile north of Covington station, caused by the spreading of tracks. The locomotive and milk car and passenger coach were thrown from the track down an embankment twelve feet high. The coach turned over and remained bottom up. The smoking and mail cars were badly smashed and the trucks scattered in all directions. The following is a list of the wounded so far as ascertained: C. S. Maltby, Milerton, N. Y., leg and arm broken; S. S. Cronack, of Bennington, Vt.,; injured about the head and shoulders; Miss Julia Madison, of Shaftsbury, Vt., suffering from concussion of the brain; Mrs. Hard, of Arlington, Vt., flesh wound and contusion over and back of the head; H. B. Brown, of North Adams, Mass., severely injured; M. R. Sackett, of West Lebanon, cut about the head. Frank Wilder, of Bennington, Vt., baggage-master, and several others from Bennington, were hurt about the head and shoulders.

BRIEF TELEGRAMS.

—The steamship Harmonia took $400,000 in specie for Europe on Thursday.

—Nixon was sentenced in New York, on Thursday, to hang on Friday, May 16th.

—The fast in Massachusetts on Thursday was very much of a festival in its observance.

—The Ocean House at Rye Beach, N. H., was totally destroyed by fire on Thursday morning.

—The notorious Indian chiefs Cantanta and Big Tree are now confined in the Texas Penitentiary.

—Of the passengers by the steamer Atlantic, two hundred were booked from Cork and five from Plymouth.

—Stokes expresses himself confident that the efforts now making to save him from the gallows will be successful.

—Captain Henry May, the largest owner of sailing vessels in Philadelphia, died on Thursday, aged seventy-nine.

—Sister Antonia, sister of Bishop Lynch, and for a long time Mother Superior of the Carmelite convent in Baltimore, died on Thursday.

—The Knoxville and Charleston Railroad was offered for sale on Thursday, and bought in by the State for one hundred thousand dollars. There was no other bidder.

—The sale of wind blew down the house of Matthew Brown, in Cherokee county, Kansas, on Monday night, killing Miranda Brown and injuring several other members of the family.

—The man arrested in Philadelphia on the supposition that he was Roscoe, the alleged murderer of Goodrich, has been released, a Brooklyn detective pronouncing him not that person.

—A Memphis dispatch says all the magistrates composing the county court, except four, have been indicted for voting themselves five dollars per diem, when the law only authorized them to draw two dollars.

—Much feeling has been excited in Jersey City over the fact that last Wednesday evening while the Council of the American Mechanics was in session, two pistol shots were fired through the window of the council room.

—The low lands in the neighborhood of Kingston, N. Y., are all inundated, and much damage has been done to property. In the Rondout Swamp, on the New York, Kingston & Syracuse Railroad, the water is seven feet deep.

—In the case of Haskins vs. Wall, involving the title to the Last Chance, Montezuma, and Hiawatha claims, and Little Cottonwood, owned in Windsor county, Utah, Judge McKean rendered a verdict in favor of the defendants in all the cases.

—The boilers in the steam saw mill of Calville & Co., in Wilmington, N. H., exploded on Wednesday morning, killing two men and one woman. One man and a woman were severely wounded. One boiler was carried over one hundred yards, killing a woman in its course.

The examination as to the sanity of George Francis Train commenced in New York on Thursday before Chief Justice Daly and a Sheriff's jury, but was adjourned until Tuesday to await the arrival of one of Train's relatives, an important witness, from Omaha.

—Advices from Havana state that owing to the high price of beef it was feared an attack would be made on the butchers' stalls by the populace, unless measures are taken by the Government to compel the clique of Spaniards who have monopolized the cattle market to reduce their prices.

—Thomas L. Moone, a native of Pennsylvania, aged thirty five years, a resident of Oakland, Colorado, shot himself, in Salt Lake, with a Derringer pistol through the heart, last Wednesday night. The coroner's jury rendered a verdict of temporary insanity. He was well known on the Pacific coast and in Peru as a lecturer of ability.

—In the Ohio House of Representatives a resolution was offered and ordered to be printed making it the duty of the Commissioner of Railroads, Attorney General and Auditor of the State to look into the laws of Ohio governing fares and freights on railroads, freights on fast lines, charges by express and telegraph companies, and fares on sleeping cars.

—Representatives Taffee, for the citizens of Omaha and the State of Nebraska, has submitted to Attorney General Williams an argument to show that the Missouri river bridge at Omaha is not part of the Union Pacific Railroad Company, controverting the position taken by the people of Iowa. The Attorney General will afford both parties a full opportunity to be heard before giving his decision.

HOME NEWS.

Revenue Returns.

The following is an abstract of revenue collections made during the month of March by T. W. Davis, Esq., Collector of Internal Revenue, for the Twenty-second district:

Total Collections on Spirits	$30,565 07
" " " Tobacco	22,281 69
" " " Fermt'd Liquors	11,559 65
" " not otherwise provided for	12 00
Grand total	$64,718 42

City Bills.

The following are the pay-rolls of the different city departments as filed in the Controller's office yesterday for payment:

Streets—First district	$ 1,282 08
Second district	996 59
Third district	779 64
Fifth district	523 55
Sixth district	450 39
Seventh district	452 02
Engineer's department	1,466 99
Survey	1,242 50
Board of Revision	828 70
Brilliant Hill Reservoir	5,028 00
City Printing	600 29
Diamond Market	620 20
Fifth ward Market	225 00
Fifth avenue Market	135 00
South Side Market	170 26
Police Pay-roll	17,532 11
Mayor's office bills	460 68
Board of Viewers	353 00

Capt. McDaniel's Story.

The Waynesburg *Messenger* evidently takes but little stock in the explanation given by Captain C. W. McDaniel concerning his recent sudden and mysterious disappearance. It says: "We do not suppose that any intelligent man believes a word of Capt. McDaniel's cock and bull story about having been drugged in a coffee house in New York, kidnapped on board a vessel, and finally set at liberty on the coast of Cuba. Everybody knows all this to be a fib, concocted for the purpose of amusing his creditors out of their just dues. We think it just as likely that he voluntarily decamped to Texas, from New York, and there invested the money which he had with him, and for much of which he was in debt to his neighbors in Canonsburg; and that he has gone to enter into possession of it. This theory may be all wrong, but it looks just as likely as that he was really carried off to Cuba after having been drugged and robbed of $7,000. New York robbers would hardly go to all that trouble for such a trifle. They would have been more likely to have stopped his wind in a more summary manner if they had deemed it necessary to get him out of the way."

THE CITY HOSPITAL SITE.

Meeting of the Committees Yesterday.

The committee appointed by Councils and the committee of the Board of Health met in the rooms of the Board of Health yesterday afternoon, in joint session, to confer on the subject of a site for a new City Hospital. The Committee was organized by the election of Dr. A. G. McCandless as Chairman.

Dr. Arthurs offered the following:

Resolved, That a committee of five be appointed to confer with the Trustees of the Western Pennsylvania Hospital, and report what arrangements can be made with them by which the city can take possession, and also to look for other property that might consider suitable for the purpose required.

The resolution was adopted, and the chair appointed as such committee Messrs. Arthurs, Fulton, Fleming, Edwards and Morrow.

The committee then adjourned. The subcommittee will meet this morning at ten o'clock.

SUBURBAN IMPROVEMENTS.

Meeting of the Road Committee.

The Road Committee of Councils met yesterday afternoon, P. H. Laufman, Esq., in the chair. The Committee agreed to recommend to Councils the following ordinances: for the opening of Mohawk street, from Borough street to Fifth avenue; for the opening of Wadsworth street, from Wyandotte street to Allequippa street; for the extension of Brady street, above Fifth avenue; for the opening of Wyandotte street; for the opening of Allequippa street; for the opening of Locust street, from Antoinette street to Wallace street; a petition for the widening of Fairmont street was received with to affidavit, and an ordinance was ordered provided the petition is properly probated.

Messrs. Neville, Fleming, Jones, Sneathen and Duff were appointed a sub-committee on the extension of Brady street. The clerk was instructed to notify the Commissioners to have a report accompanying the pay-roll, showing where the work had been done. The contractors pay-roll for the Fifth and Second Districts were approved.

The following additional ordinances were recommended: for the opening of Emma and Antoinette streets; for a board walk on Neville avenue, Thirty-second ward, and for the opening of Miama street from Mohawk to Allequippa street.

The contract for the grading, paving and curbing of Grove street was given to P. O'Neal, and that for the grading of Sylvan avenue to D. W. McClure. The bids for the grading of Wilson street were all rejected, as being too high, and proposals were ordered to be advertised for again. Adjourned.

ECONOMY IS WEALTH

One Way to Economize—Be Careful in Making Purchases—Where to Save Twenty per Cent.

The caption of our notice is a truism the force of which all admit, but which does not point out how economy may be secured. We know of one way that it can be reached by our readers, and that is in the purchase of all their boots and shoes at the cheap boot and shoe house of Allegheny, run by Mr. Robert Taggart, No. 129 Federal street. At this house cheapness is the rule, and every person who invests money there buys at wholesale prices and saves at least twenty per cent. This is not secured however at a sacrifice of the quality in the goods, for the boots and shoes sent away from this house will stand the test of wear and tear alongside articles in that line found in other places, for which oftentimes one half more is paid. This is a fact whereof we know from personal experience. Mr. Taggart makes it a point to keep not only the cheapest goods, but those which will not injure the reputation of his house, and if the reader who wants a choice purchase of him generally become regular patrons, attests the advantages of the store. The store has just been replenished for the spring trade with a large assortment of mens' youths', ladies,' misses' and childrens' boot, shoes and gaiters of every description—a beautiful stock to which special attention is invited. All who wish to save twenty per cent. and get the best article, are succored in their desire by calling at 129 Federal street.

THE TEACHERS' INSTITUTE.

Yesterday's Exercises—Addresses by Prof. Neale, Rev. W. H. Watkins, Prof. Williams and Others—Arranging for the State Association.

The Allegheny county Teachers' Association re-assembled in the Fourth ward school building, Penn street, yesterday morning.

Prof. Williams and a class of thirty-one pupils from Etna borough sang the beautiful anthem, "Deal gently, O Father." Prayer was offered by J. J. Snodgrass. The Etna class sang "Sailing Through the Lowlands."

Prof. S. C. Farrar opened the discussion of the question, "That the law admitting children to the public school at six years should be changed to read eight years." The Etna class sang "The Picnic."

Prof. Mendenhall was then introduced and continued his very instructive lecture on Mathematical Geography.

The Committee on election reported that the following persons were elected on permanent certificates: Messrs. B. F. Gamber, J. M. Conroy, G. I. McCord, J. M. Greer and S. A. Will.

Prof. White was introduced and, being a part of the audience as a class, gave a class drill on reading. Adjourned until 2 p. m.

AFTERNOON SESSION.

Institute was called to order by Prof. Douthett. The Anthem "How beautiful are thy dwellings" and "Antilena" were sung by the extra class.

Prof. S. A. Neale, in a very eloquent manner, gave a fine lecture on Our common schools, as an element in our government. The lecture was well received.

The Etna class sang "Patriotic Glee," Mrs. Longey presiding at the piano. After a recess Miss Annie Hammond and Prof. Williams sang the "A. B. C. Duett." Prof. Williams then gave an excellent address upon the "Atmosphere," proving first the existence of air, second, its chemical properties, and third its physical properties. Some interesting experiments were made.

Prof. White next gave some important hints regarding the proper method of drilling and bearing classes. First, the teacher should test the preparations made by pupils; second, train the pupil to tell what he knows in good English, and with clearness and fullness; third, and last, impart instruction. This is the order in drilling an advance class, while in a primary class the order should be reserved—that is, impart first, then drill, afterwards test. Prof. Murdock read a selection, after which the Institute adjourned until 7 P. M.

EVENING SESSION.

The Institute convened at 7 P. M., and was called to order by Prof. Douthett. The Etna class sang "Home of the Blest." Prof. Wetzach played a piano solo, "Carnival of Venice."

Miss L. Mulhattan was introduced and gave a very interesting essay on "Our Disadvantages." Song, "Oh, the Beautiful Land," was sung by the Etna class.

Rev. W. R. Watkins addressed the large audience assembled, on "How American's Talk." The lecture was intensely interesting, and drew forth frequent and prolonged applause. Prof. Teisch played a closing piece, and the Institute adjourned until 9 o'clock this morning.

The meetings thus far have been exceedingly interesting, and to-day the Hutchinson Family is expected, and will add no doubt to the closing performances of the Institute.

THE STATE TEACHERS' ASSOCIATION.

The committee appointed by the Allegheny County Teachers' Institute and a similar committee of Pittsburgh to make arrangements for holding the next annual State Teachers' Association in this city, met yesterday, and organized as follows:

President, W. R. Nord; Secretaries and Treasurers, J. M. Logan, S. A. Will, John Morrow.

On motion Superintendent A. T. Douthett was requested to urge upon the County Institute, now in session, that the teachers and the friends of education endeavor to make this Association a perfect success and aid the Committee in making ample arrangements.

Mr. George P. Fulton was appointed to ascertain the cost and possibility of procuring the use of Library Hall, and Mr. W. R. Ford to inquire as to cost of music. The Committee then adjourned to meet Friday, April 11, at 4 P. M.

A saving of twenty-five per cent. to all purchasers draws large crowds to Macrum & Carlisle's great closing sale. Their customers are quite enthusiastic over the great bargains.

All the newr pring styles of hats at Wm. Fleming & Co.'s, 139 Wood St.

BREVITIES.

....The Teachers' Institute closes to-day.

....The walls of the new lock-up are looming up.

....Household goods are becoming settled again.

....The contractors of the Brilliant Hill reservoirs have resumed work.

....The essay contest for the President's prize occurs at the Female College this evening.

....Mr. N. Ritber well known in this city as a competent musician sings in "Stradella" at Library Hall this evening.

....The machinists and blacksmiths of this city are moving towards a thorough organization under the auspices of the International Union.

....A lady had her pocket-book stolen in a market street store yesterday morning, by carelessly laying it on the counter. The suspected thief escaped.

....The Steubenville *Herald* reports the discovery of a new vein of bituminous coal at Sloan's Station, C. P. R. R., nine miles above that city, at a depth of seventy-six feet.

....The repairs to the engine at the Allegheny works have been completed, and the machinery is all in good running order again. The city will be supplied with enough water to meet all demands to-day.

....We understand the heirs of James McCully, dec'd, intend leaving the claim of Robert D. Clark, for seventy-five thousand dollars to the decision of the Judges for this county, and abide by their decision.

....An unknown man last evening commenced to harangue on the Chinese cheap labor question in the First ward Diamond, Allegheny. He drew quite a crowd around him, and talked apparently to his own satisfaction for some time.

....Night-jailer Sauer had a busy night last week. Every night when he had the lock-up thoroughly cleaned. It is a work that ought to be attended to in the day time, as then there are no prisoners in the cells, and there is ample time to do it.

....James Burchfield, a gardener, while driving on Union avenue, Allegheny, on Wednesday, his team from some occasion took fright, he being thrown out upon the ground and dragged some distance. He was considerably bruised but received no broken bones or serious injury.

....John Malarkey, of Grafton, W. Va., a brakesman on the Connellsville Road, had one of his feet and ankles crushed on Wednesday afternoon at Mineral Park. He was on an engine which ran off the track, he jumped off, when he slipped under the tender, receiving the injuries above stated. His leg was amputated below the knee.

....At a meeting of the Guardians of the Poor held on Wednesday, the several monthly reports presented showed the following: The total number of inmates of the farm on April 1st was three hundred and forty-one; there were twenty cases under treatment at the hospital; on the first of April there was in the Treasury, $4,481.31.

....J. F. Ridgeour, of Cumberland, an engineer on the Connellsville Road, had his legs crushed near Philson's Mill on Wednesday. It appears that a land slide had occurred and he had reversed his engine, and jumped out against the bank, when he slipped under the wheels of the tender, they passing over his legs, crushing them, as above stated. He was taken to his home.

....Our correspondent "Q" from Uniontown, says of the Stamp sentences in court Saturday: "Stand has been complaining that he felt very unwell for several days past, and was unable to stand up while sentence was passed. His case will be taken up to the Supreme Court by his counsel who are doing everything in their power in his behalf, and will continue doing so to the very last.

....A man named D. H. Drake was arrested at Cadiz Junction, Ohio, on Tuesday night, charged with the murder of an aged lady and little girl near Mattoon, Illinois, some four weeks ago. Drake is a relative of the murdered woman. He denies any knowledge of the matter, but a son of the woman's, also under arrest, has "squealed" and says Drake was hired to commit the murder.

....The members of the various committees from the churches interested in the fair to be given in aid of the Workingwomen's Home, are requested to meet next Monday afternoon, at three o'clock, in the parlor of the Young Men's Christian Association, Smithfield street, near Penn avenue and Sixth street. It is desirable there be a full attendance, that arrangements may be perfected.

....As the tow-boat "Three Lights" was coming down the Allegheny river, yesterday afternoon, she ran into a pile of coal barges, one of the piers of the railroad bridge, and the barges, though not seriously damaged, were broken loose from the boat. One of the barges struck a pier of the Hand street bridge, and a man who was on the barge was thrown off into the river. It was picked up by a skiff near the suspension bridge, and the barges were caught a short distance below.

....Last evening a few especial friends witnessed the marriage ceremony of A. A. Adams, Esq., and Miss Sadie Armstrong, which took place at the bride's mother, No. 64 Penn avenue. The happy groom is one of the younger and most promising members of our county bar, and his many friends will be pleased to learn that in the choice of a lifecompanion he has made the good fortune to find a cultured and estimable lady, who is held in highest regard for excellencies of both head and heart. We heartily tender the young couple our good wishes, supplemented with the hope that their present bright anticipations of happiness may be hereafter more than realized as they journey through the years together.

....Yesterday in the Court of Common Pleas Nicholas Pfrasinger and wife, through their attorney, filed a bill in equity in relationship to the property in the rear of Lawrenceville Market ward. The paper set forth that Pfrasinger and his wife had bought the property, but that subsequently it had been purchased by Mr. David Hutchison and wife from another party, and that the latter purchasers were going on to take possession of the same, having obtained judgment against Pfrasinger and wife before Alderman Thomson without full and sufficient hearing. The petitioners, therefore, prayed for an injunction to retain the other parties from proceedings. A preliminary injunction was granted and the case will be further heard next Saturday.

....Last afternoon there was enacted a somewhat singular scene at the residence of Mr. Joseph McKee, on First avenue, near Smithfield street. From an alarm given it was supposed that a young son of his and the little daughter of his neighbor, neither of them years of age, had fallen into the privy vault through a large hole. For twenty minutes the excitement was most intense. Mr. James Harrow, father of the little girl, supposed to be in the vault, descended by means of a ladder, but could find no trace of the children. The store has just been replenished for the spring trade with a large assortment of mens' youths', ladies,' misses' and childrens' boot, shoes and gaiters of every description—a beautiful stock to which special attention is invited. All who wish to save twenty per cent. and get the best article, are succored in their desire by calling at 129 Federal street.

PERSONAL.

***Ole Bull made his farewell bow last night.

***Rev. Mr. Wilkinson, has tendered his resignation as Chaplain of the County Home.

***Messrs. F. B. Gardner and S. D. Kimbark, Chicago, and Jos. Kinney, Cincinnati, were the principal arrivals at the Union Depot Hotel yesterday.

***Mr. Alexander McFarland, who is at Harrisburg in the interest of the anti-inspector party, represents one hundred and forty-three building associations with a membership aggregating twenty thousand.

***"Q" from Uniontown says John Collins, Esq., member of the Constitutional Convention, has been at home, since the last week of February, attending to the duties of his profession. Daniel Kaine, Esq., also a member of the C. C., came home on Saturday last, and is looking so finely that all remark that railroads must agree with him.

***W. H. Harrison, Esq., Assistant Master of Machinery of the Baltimore & Ohio Railroad, formerly Master of Machinery of the the Pittsburgh & Connellsville Railroad, was a few days since presented by his fellow employees of Connellsville with a superb gold watch chain with a Masonic "Keystone" attached, the whole forming a valuable testimonial well bestowed.

***Among the admissions to our County Bar yesterday was L. H. Hunter, Esq., formerly a member of the legal fraternity of Crawford county. Mr. Hunter is a gentleman of fine legal culture and training, which has been supplemented and made effective by practice, and his accession to the ranks of Pittsburgh attorneys introduces a worthy and capable gentleman and lawyer into our legal circles.

***A remarkable incident is noticed in connection with the death of the Rev. D. P. Lowary, which occurred at Beaver on last Monday. One week preceding his death the reverend gentleman, whose genial traits made him so popular, attended a crystal wedding, and so united the couple in a half serious, half humorous style, which afforded much amusement to the company. But a single week elapsed and death had laid him low. In the same issue of the local paper which alludes to the crystal wedding, at which Mr. Lowary took so prominent a part, occurs the notice of his death—enforcing most strongly the scriptural maxim, "In the midst of life we are in death."

AMUSEMENTS.

PITTSBURGH OPERA HOUSE.—Mr. Jefferson, last evening made his fourth appearance to a crowded house. We have spoken at length of his performance and can only say he does not lose in interest by oft repetition. This evening the gentleman will be the recipient of a benefit.

MR. G. B. JEFFERSON, son of the famous Joseph, makes his debut in Pittsburgh to-morrow at the Matinee at the Opera House, appearing in two characters.

ITALIAN OPERA.—The rush for subscription tickets yesterday morning at the Opera House was immense and by two o'clock pretty much all the subscription seats were taken. The season though only lasting two nights promises to be an unusually brilliant one, Lucca and Kellogg being magnets to whom many will cluster. The sale of single seats commences this morning at nine o'clock.

LIBRARY HALL.—This evening the Frohsinn Society give "Stradella" with a powerful cast including Mrs. Loheide and Mr. Apfelbaum. The chorus will be a grand special feature.

OLE BULL.—The second and last concert came off last evening to a densely packed audience. The programme was thoroughly enjoyable, and the several artists were honored with encores.

AIMS' AMERICAN THEATRE.—The troupe here continues to draw crowded houses and their popularity remains undiminished. A splendid bill for this evening.

TRIMBLE'S VARIETIES.—The "Female Forty Thieves" and the Gem ballet troupe are the main attractions here. The Remmelburg sisters and the other artists continue in popular favor. Good programmes are given nightly.

See the Nebo hat at Wm. Fleming & Co.'s, 139 Wood St.

Twenty cents returned on every dollar at Macrum & Carlisle's great sale.

Dress hats a specialty at Wm. Fleming & Co.'s, 139 Wood St.

NEW GOVERNMENT BUILDINGS.

Breaking the Way to Secure a Favorable Site—The Commissioners Empowered to Condemn Lands—The State and the United States Governments to Have Concurrent Jurisdiction Over the Land Condemned.

The Commissioners appointed to look up and report upon a proper site for the proposed new Government buildings are actively engaged in the duties pertaining to their appointment. One of the most important matters thus far arranged, has been the securing of the passage of an act by the Legislature, giving the Commission authority, if deemed desirable, to condemn any property which may be considered the most desirable site. Following is the full text of the act:

AN ACT.

To grant the consent of the State of Pennsylvania to the acquisition by the United States of certain lands for the purpose of the erection of a court house and post office building in Pittsburgh and ceding jurisdiction over the same.

SECTION 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly, met and it is hereby enacted by the authority of the same: That the consent of the State of Pennsylvania is hereby given to the acquisition by the United States by purchase or by condemnation in the same manner as land is now taken for public purposes under any general or special statute for railroad or other purposes, and should the property which the Government desire to acquire have been dedicated to a religious or charitable use, the proceeds of such property shall be invested and used to and for the same use and purpose to which the property so taken was originally dedicated or conveyed of one or more pieces of land, situated in the City of Pittsburgh on which to erect a court house, post office, and other Government buildings and appurtenances, and the said United States shall have, hold, use, occupy and own the said land or lands, when purchased and exercise jurisdiction and control over the same and every part thereof, subject to the restrictions hereinafter mentioned.

SEC. 2. In case the United States shall decide to resort to condemnation in acquiring land for the purposes specified in the first section of this act, the said United States shall, in all respects, be governed by the laws of this State regulating the appropriation of private property for public use, and said laws are hereby made applicable, provided that the United States may pay the cost, and refuse to take the land if, in their judgment, the compensation assessed therefor is excessive.

SEC. 3. In case there shall be any street or alley not exceeding thirty-five feet in width, running through any block or tract of land so purchased or acquired by the United States for the purposes specified in the first section of this act, such street or alley, within such block or tract of land, shall, upon the acquisition of the block or tract of land by the United States, be and the same is hereby vacated and closed, and the land or tract of land abutting upon any such street or alley, shall extend to the centre line thereof, and vest in the United States, and become the property thereof, with full right, power and authority to use, occupy and enjoy the same as its own property in fee to the same extent as if the same had never been used or occupied as a street or alley, and this act shall apply to the vacating of any such street or alley so vacated to the same extent as to the block or tract of land so purchased or condemned.

SEC. 4. The jurisdiction of the State of Pennsylvania in and over the said land or lands, when purchased by the United States, shall be and the same is hereby ceded to the United States, but the jurisdiction hereby ceded shall continue no longer than the said United States shall own the said land or lands.

SEC. 5. The said consent is given and the said jurisdiction ceded upon the express condition that the State of Pennsylvania shall retain concurrent jurisdiction with the United States in and over the land or lands, so far as civil and criminal process in all cases, and such criminal or other process as may issue under the laws or authority of the State of Pennsylvania against any person or persons charged with crimes or misdemeanors committed with